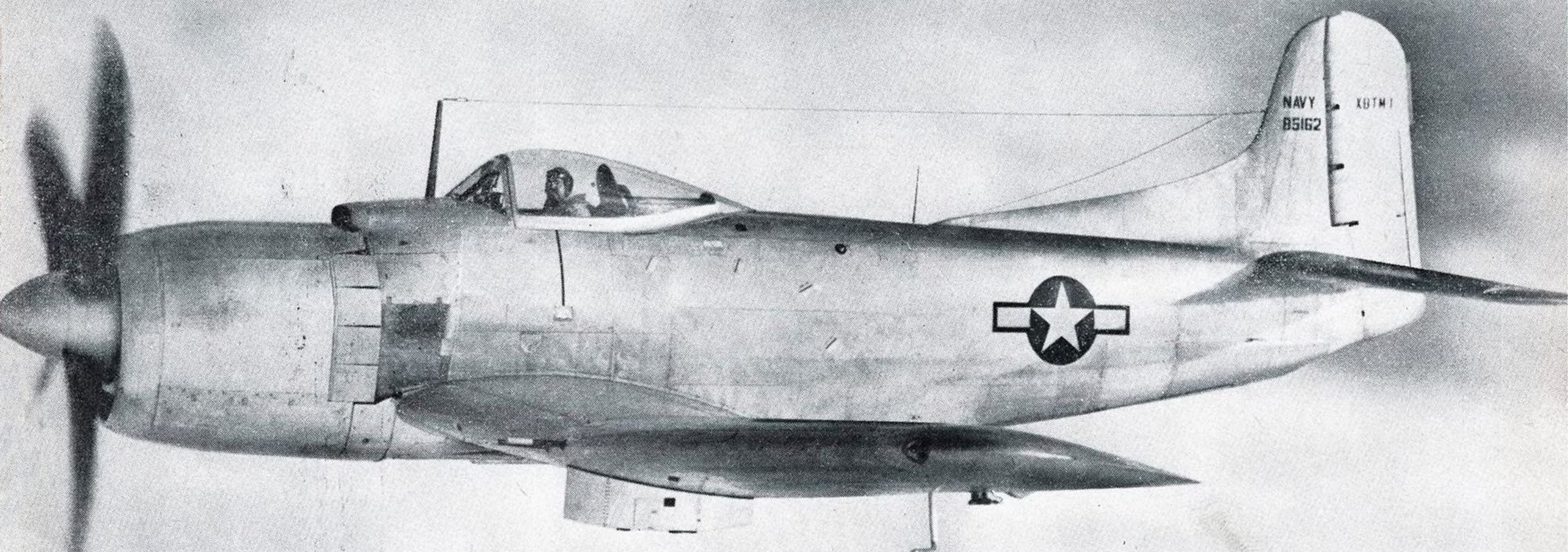


Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

JANUARY 21, 1946



Latest Carrier-Borne Bomber: *The Navy was to release details on this new Martin plane today at the company's plant at Baltimore. Designated the BTM and named the Martin Mauler, the new craft is a combination dive and torpedo bomber for carrier use. Performance and specifications have not yet been revealed.*

Committee Named To Map Peacetime Role Of CAP

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Utah Operators Act To Reduce Number of Crashes

Will intensify training to prepare students better for mountain flying.....Page 14

Changes In Procurement Legislation Face Delay

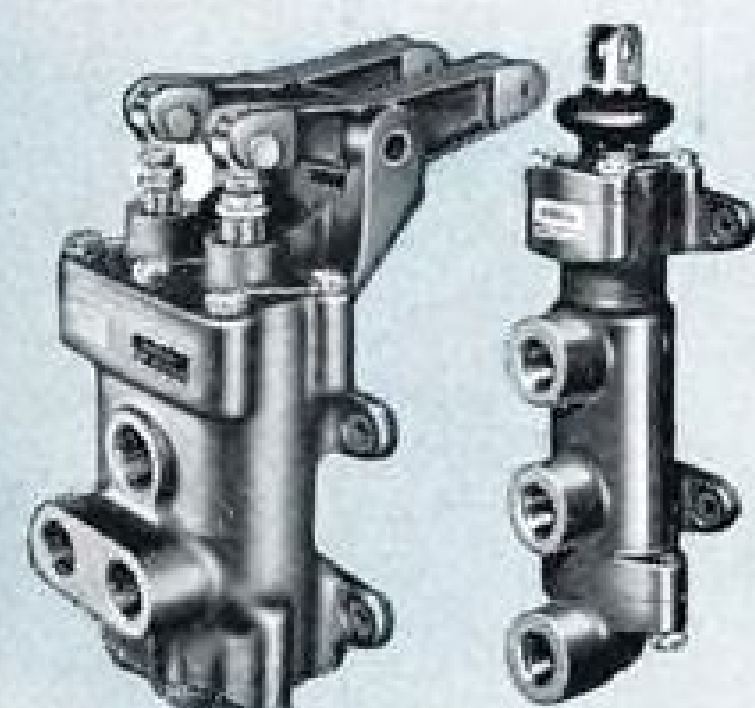
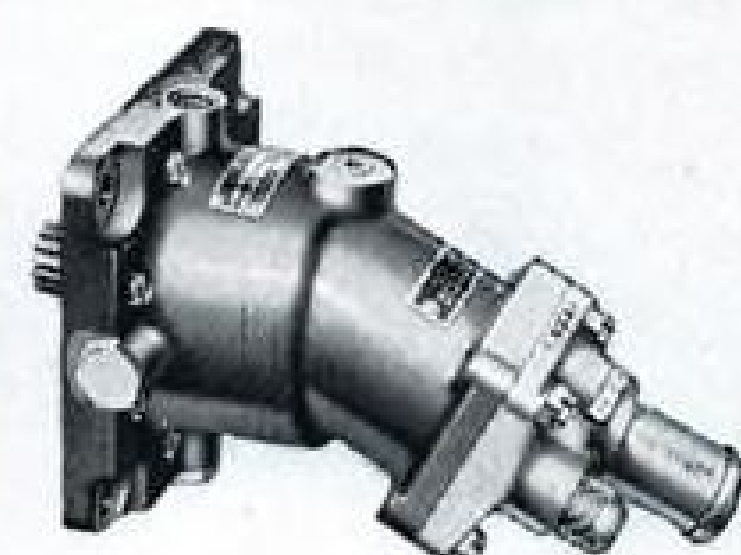
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Common rises 369.9 percent from 1944 close of 9¼; Eastern common up 189.2 percent.....Page 30

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THE AVIATION NEWS

Washington Observer



THE NAVY WAY?—Surplus Property Administration recently queried a number of Government agencies as to whether they had any patents that would be declared surplus. Replying, as did the other departments, that it had no surplus patents, the Navy's letter, signed by W. John Kenney, newly-nominated Assistant Secretary, included this: "In the event there are some patents to be disposed of (by other departments) as surplus, it is suggested that they might perhaps be used in a trade to obtain release for the Government from claims for alleged infringement of other patents."

SPAATZ TEMPORARY?—While belief in Washington is unanimous that Gen. Carl Spaatz will succeed Gen. Arnold on his retirement as AAF commander, there is also considerable opinion that Spaatz will linger in the top spot only long enough to retire himself with the honor of having been commanding general of the AAF. His successor, this line of thought runs, would be Lt. Gen. Ira C. Eaker, who is much preferred by some segments of the industry and younger AAF officers. Eaker is said to have a more evangelistic spirit than Spaatz, which is seen as an almost necessary attribute in the AAF's commander who will be more and more faced with "boxing-in" maneuvers by ground force officers presently in control of the War Department.

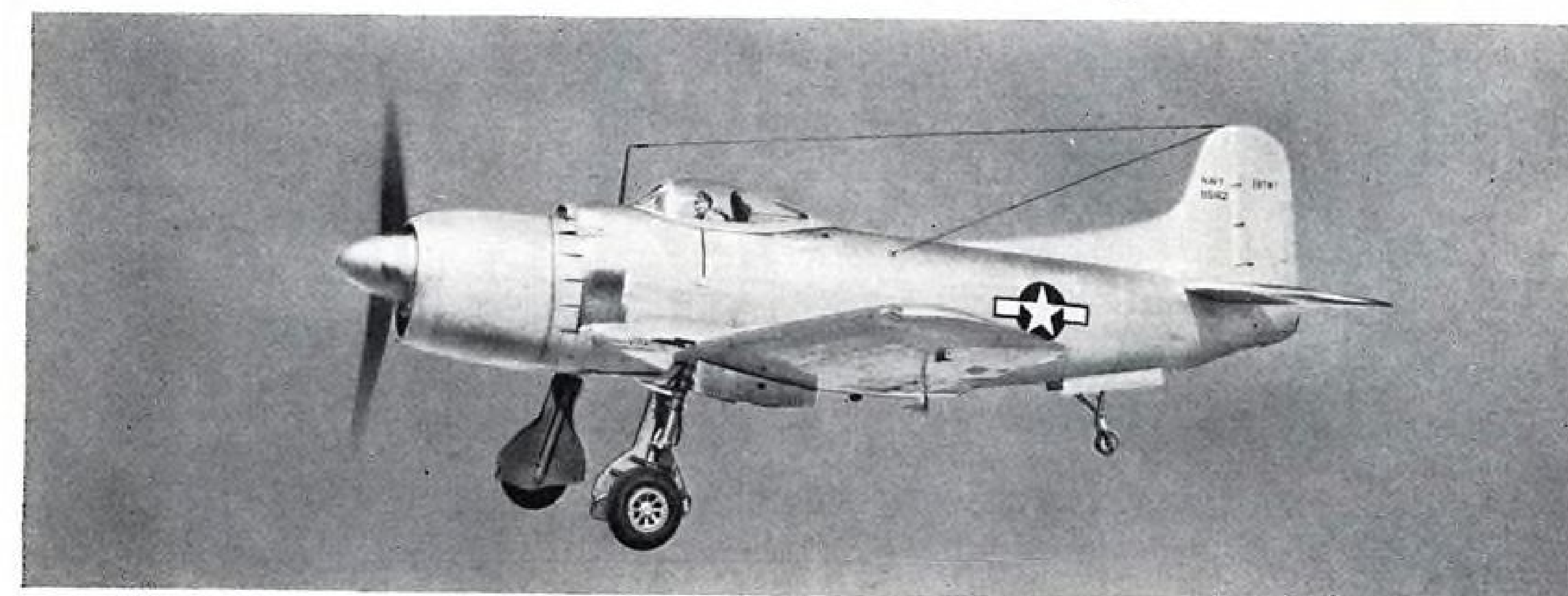
UNIFICATION LAGGING—The separate air force bill introduced by Reps. Carl Vinson (D-Ga.) and Andrew May (D-Ky.) is seen as inspired by two prime reasons: one, to forestall armed forces unification; two, to prevent elimination of two Congressional committees and instead force creation of two more, one each in House and Senate, to handle an independent air force. It is not believed either objective will succeed.

Observers feel a separate air force has no more chance of success than unification, a matter which despite widespread publicity, has little real interest to Congress at this time. The issue is not expected to come to a head in Congress for months.

AIRPORT LEGISLATION—As Congress reconvened last week, the Senate-House conference committee attempting to iron out differences in the Federal aid airport legislation of the two houses got back to work with indications that all but the method of expending funds had been resolved. Trend in the committee now seems to be toward accepting the formula in the Senate bill of Sen. Pat McCarran (D-Nev.), which provides for aid to both states and cities.

WPB FOR AAF—With the Aeronautical Board now taking over joint Army-Navy aircraft and engine specification and requirement duties, there is belief that the next step will be the formation of a joint committee of civilians to do in peace for the AAF and BuAer what the WPB did for all government procurement in war—schedule materials, break bottlenecks, etc.

CITIZEN ACTION—The new group to promote an independent air force and strong air defense, once tentatively named Civil Air Defense Council, now has selected the name Citizen's Defense Council. Although a Washington office has been established, organizational plans are proceeding slower than expected, probably pending the obtaining of a nationally-known civilian to head the body. Being considered for this post is William Knudsen, former General Motors president and wartime lieutenant general.



The new Martin Mauler lets its wheels down for a landing.

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News at Deadline

Lockheed Pay Raise

As a result of a new agreement that is being noted carefully by other manufacturers as a possible pattern, employees of Lockheed Aircraft Corp. will receive a 15-cent wage boost effective Feb. 4. Culminating extended negotiations between the company and union officials, the increase will be retroactive to last Nov. 5, and will represent an average daily raise of \$1.45 for some 30,000 workers. The agreement will add approximately \$21,000,000 to Lockheed's annual payroll.

McBee Leaving Martin

Avery McBee, public relations director for the Glenn L. Martin Co. has resigned effective Feb. 1 to become manager in Hawaii for the advertising firm, N. W. Ayer & Sons. Prior to joining Martin in 1939, McBee had been with the Baltimore Sun newspapers.

ATA Conference Moved

Detroit, instead of Chicago, will be the site of the three-day meeting of the engineering and maintenance conference of Air Transport Association Feb. 26-28. Original plans to hold the sessions at Chicago were rejected when hotel accommodations could not be obtained for any date near that proposed for the conference.

McCarran Maps Action

Sen. Pat McCarran announced he would call for a vote of the full Senate Commerce Committee on his revised "All American Flag Line" bill as soon as the committee is organized for the new session of Congress.

Further hearings on the community company proposition will be held only if members of the committee so desire.

McCarran's revised bill makes two fundamental changes in the previous legislation which failed last session: it would permit domestic surface transport carriers, as well as air carriers to purchase stock in the proposed overseas company; and it would authorize CAB to establish the stock structure of the company.



▶ December production of military aircraft was 252. Bombers totaled 41, including 4 B-29's, 1 Douglas XB-42 and 1 Douglas XA-26; 3 Navy Martin PBM-5's and 32 Lockheed PV-2's. The 134 fighters and targets were represented by 66 Lockheed P-80's, 1 XP-83, 6 P-61's, 5 P-47's, and 5 RP-63's. There were 10 transports produced: 1 C-54, 4 Fairchild C-82's, and 5 RY-3's. Fifty special purpose radio-controlled target aircraft were delivered, 10 communications-liaison craft and 7 gliders.

▶ Military and Naval studies indicate that the proper spare requirements for turbo-jet engines is 200 percent, or two spares to each plane, where the turbojet unit is the prime motive power as in the case of the FD-1. In aircraft in which the turbo-jet engine is the auxiliary mover, as in the FJ, 100 percent, or one spare for each plane, is deemed adequate.

▶ Navy's Corsair fighters are scheduled to be equipped with the higher-powered, more efficient R-2800-42W engine by early spring. Changeover is expected to start within 30 days.

▶ Bendix Aviation flew its prototype two-place, low-wing lightplane for the first time late in December. Lacking much equipment, and keeping its retractable landing gear extended, it flew around the test field one week later than original schedule. If the weather breaks, it probably will fly steadily in the next few weeks. All flying is being done in Canada from Windsor Municipal Airport, near Detroit, in an effort to avoid prying eyes of U. S. press and industry people. Company indications are that if the ship is produced it will be built somewhere other than Detroit and its uncertain labor problems.

▶ Reports persist, including among well informed sources at Wright Field, that Curtiss-Wright may merge with Lockheed Aircraft Corp. It is known that C-W management regards consolidation favorably if terms and conditions indicate long-range stability could be assured. Other reliable reports from the West Coast indicate a favorable attitude by Lockheed top management. Immediate developments do not appear likely at this time, however.

▶ Recent cutbacks in the Grumman F8F and the BTK programs of the Navy have resulted in sizeable reduction in Hamilton Standard Propeller Division orders for these planes. Affected are Hamilton Standard Superhydromatic props and the cancellation of about 400 units and almost as many spare blades.

▶ Navy has on order 30 FJ-1's and 30 FD-1's. These are the fleet's big hopes in turbo-jet aircraft. The FJ is powered with the TG-180 (Chevrolet) jet plant and the FD has the Westinghouse 19X-B.

▶ Texas Engineering & Mfg. Co., Ltd., Dallas, is expected to produce its first Fairchild 24 in about five weeks under its subcontract with the Hagerstown, Md., firm.

▶ P-V Engineering Forum, Inc., Sharon Hill, Penna., builders of the PV-3 "Flying Banana" tandem-rotor helicopter for the Navy, is at work on another smaller rotary-wing craft for the Navy.

▶ Allentown, Penna., plant of Consolidated Vultee, where the costly and unproductive TBY torpedo bombers were turned out for the Navy, will manufacture electric appliances. GE has purchased the set-up from RFC.

▶ Chevrolet's production of its TG-180A5 turbo-jet engine has been interrupted and slow, but a trickle is going out to the Army. First delivery was in September, but Navy still had received none up to a few days ago for its FJ's.

▶ Although the flight may have been completed by today, Lockheed's three high-speed P-80's, last week, were ready to start their time race across the continent to break all west-east records. Col. William H. Council of Air Technical Service Command's flight test division and two other pilots were "sleeping in their parachutes" late last week awaiting tail wind weather.

first group



These D18S Beechcrafts comprise the first group to be delivered to commercial organizations and private owners since prewar days. They mark a milestone in Beechcraft's reconversion to peacetime production. They are *not* reconverted C-45 Beechcrafts but are representatives of the greatly improved new Model D18S, that possesses superior performance, increased payload and even better handling qualities than its famed predecessors which served so well in all parts of the world during the war.

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VOLUME 5 • NUMBER 2

Aviation News

McGraw-Hill Publishing Co., Inc.

January 21, 1946

Board Named to Map CAP Role As Federal Funds Are Withdrawn

State Wing commanders' conference appoints 14-man committee to draft proposal for peacetime program to be submitted to another conference to be held in March.

By ALEXANDER MCSURELY

With federal financial support withdrawn from the Civil Air Patrol as of March 31, the peacetime future of the volunteer organization rests in the hands of a 14-man committee named at the recent CAP state wing commanders' conference in Washington.

Col. Earle Johnson, national CAP commander, now on another temporary assignment but an ex-officio member of the committee, told AVIATION NEWS last week that he expects the peacetime CAP will seek to promote civil aviation as a joint cooperative enterprise with any other aviation organizations wishing to participate.

► **Possibilities Mentioned**—He mentioned the Air Power League, the National Aeronautic Association, the Air Force Association, Aircraft Owners and Pilots Association as some of the other organizations who might work with CAP in such a unified program.

A proposed peacetime program for CAP is being drafted by the 14-man committee for consideration at another state wing commanders' conference at Washington in March.

► **AAF Assistance**—In announcing its withdrawal of funds, the Army Air Forces outlined to the wing commanders, a number of ways in which the AAF was prepared to assist the proposed peacetime organization.

Reports of dissatisfaction with the proposals for a continuance of CAP were heard from some state officers in the Washington conference. It was understood that one proposed plan for operations was voted down by the wing officers. Johnson said, however, that the wing officers finally voted unanimously, to establish the planning committee which will hold a four-day Washington session Feb. 11-14

to draft recommendations.

► **Financial Support**—It was reported that representatives of the Air Power League, who met with the wing commanders at a dinner session during the Washington conference, indicated a willingness to assist CAP financially, since AAF support was being withdrawn. One report was that an initial contribution of approximately \$10,000 per CAP state wing was discussed, with the prospect of additional contributions later. Later however, it was said that the state officers had voted not to accept the league's contributions.

The opposition was said to have stemmed from previous experience with the short-lived Civil Air Patrol League which failed to develop, as its leaders had hoped, into a strong supporting organization for CAP. Question also was raised as

Committee Roster

Members of the committee of Civil Air Patrol officers named to plan the future of the organization, are:

Lt. Col. Rex P. Hayes, Ark., chairman; Lt. Col. Edward R. Fenimore, Md., secretary; Lt. Col. J. M. Morris, Ariz.; Lt. Col. Bertrand Rhine, Calif.; Lt. Col. Leverett Davis, Idaho; Lt. Col. Walker W. Winslow, Ind.; Lt. Col. Don. C. Johnston, Iowa; Lt. Col. Gordon A. DaCosta, Ill.; Lt. Col. D. Harold Byrd, Tex.; Lt. Col. Roy W. Milligan, Mont.; Lt. Col. W. C. Whelen, Tenn.; Lt. Col. George A. Stone, Ohio; Maj. Henry S. Beveridge, Me.; and Maj. Lewis W. Graham, N. Mex. Col. Earle Johnson, national CAP commander, will be an ex-officio member.

to whether the CAP might not be duplicating the functions already performed by other aviation groups.

► **Usefulness Outlined**—Probably strongest support within CAP for its continuance comes from state wings which already have the pledge of state financial contributions for future activity.

Col. Johnson said he believed

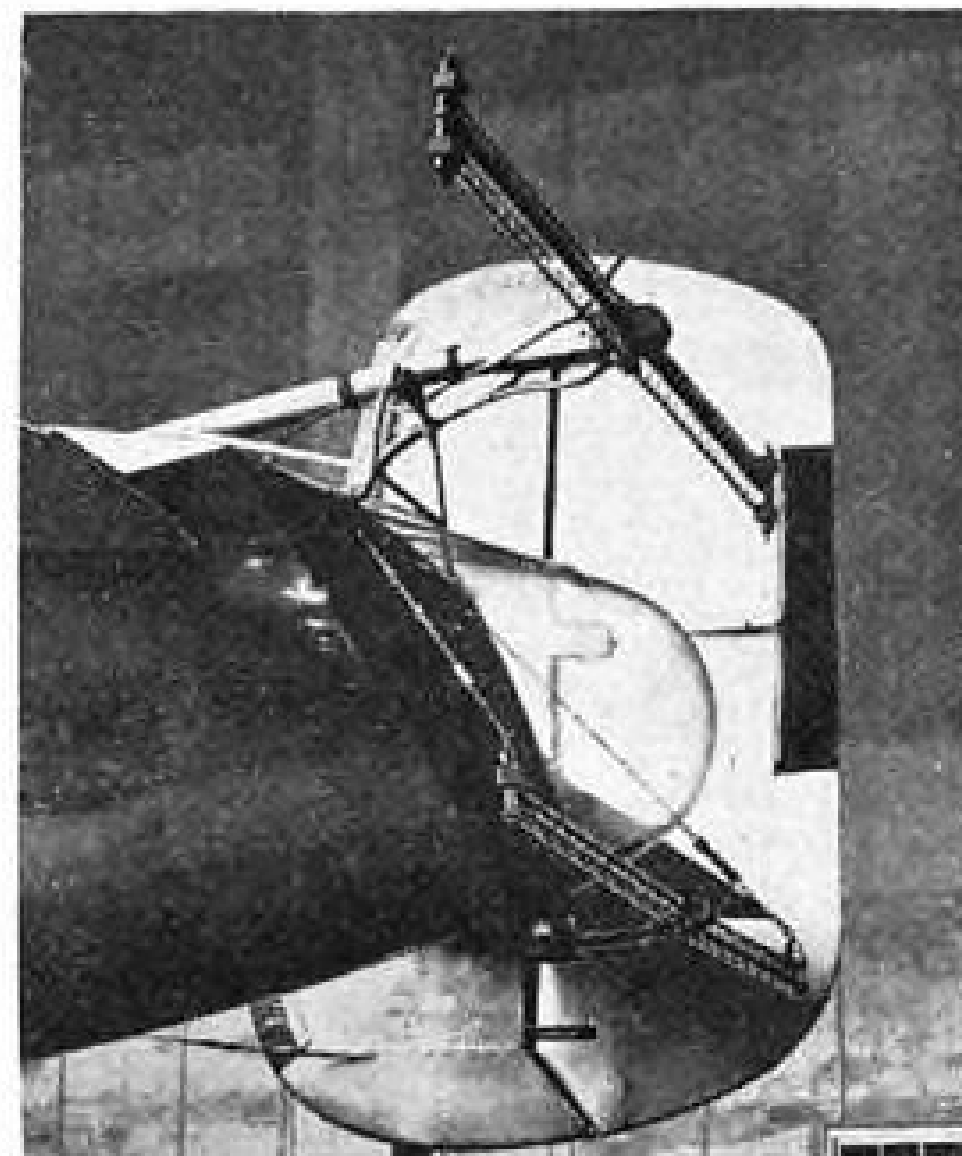


Air Power League Entertains CAP: Top AAF officers and aircraft manufacturers occupied the speakers' table at the dinner given by the Air Power League in Washington recently for the Civil Air Patrol wing commanders as a part of their post-war policy meeting. Left to right above: Maj. Gen. William E. Hall, Maj. Gen. Fred Anderson, principal speaker; Lawrence Bell, president of Bell Aircraft Corp. and member of the Air Power League board of directors, toastmaster; Gen. Carl Spaatz and Maj. Gen. E. R. Quesada. Spaatz is reportedly slated to succeed Gen. H. H. Arnold as AAF commanding general when Arnold retires soon. The other officers are deputy and assistant chiefs of air staff.

the CAP's greatest peacetime usefulness would lie in two fields—continuing to groom likely cadet material for future military pilots, and promoting the growth of private flying through aviation education, local activity for more airports and similar activities. He expects the organization will continue to use uniforms, which he considers an attraction at least to the younger members and cadets.

► **Spatz Speaks**—Gen. Carl A. Spaatz, of the Air Staff, who reportedly will succeed Gen. H. H. Arnold as commanding general of the AAF when Arnold retires soon, outlined to the state CAP officers the following seven-point program of assistance which the AAF would seek to provide to the CAP in a peacetime status:

- Establish a liaison office in AAF headquarters to increase cooperation between CAP and AAF.
 - Provide qualified instructors for CAP training on request, where this does not conflict with AAF needs.
 - Provide training publications which are surplus to AAF needs.
 - Endeavor to complete issue of surplus equipment presently authorized to CAP.
 - Attempt to transfer to CAP all aeronautical property already issued to it, except flyable aircraft.
 - Provide legal aid in the incorporation of CAP as a non-profit federal chartered organization for patriotic and educational purposes.
 - Continue "such arrangements as may be possible" for CAP summer encampments at Air Forces stations.
- Two reasons were given for discontinuing AAF financial support



STATIC RESEARCH:

Naval Research Laboratory technicians equipped this B-25 bomber with an artificial charging device, installed on the tail, to build up static and permit study of methods of combatting St. Elmo's Fire, radio-interrupting phenomenon.

as of March 31: the AAF now is able to take over the missions flown by the CAP flyers, and the necessity for economy.

► **Praise of CAP**—High praise for the volunteer wartime accomplishments of CAP was voiced by AAF and Air Power League leaders at the conference. Lawrence D. Bell, president of Bell Aircraft Corp. and member of the League board of directors who served as toastmaster at the dinner meeting, summarized CAP achievements as follows:

► "For four long years this organization of patriotic air-minded civilians serving without pay, was in-

strumental in developing all phases of aviation in the U. S. Of more than 200,000 persons who have worn CAP uniforms in the past four years, more than 75,000 have served in the armed forces.

► "Beginning a week before Pearl Harbor with a handful of civil airmen, CAP expanded into all 48 states. At the height of the submarine menace its members in their lightplanes armed with bombs, spent 18 months patrolling coastal shipping lanes on the East coast and Gulf, Canada to Mexico. CAP pilots flew liaison patrols, tested aircraft warning systems, flew tow-target and tracking missions, engaged in camouflage observation, carried out courier missions, radar flight tests and many rescue operations. CAP planes logged more than 50,000,000 miles in operations directly concerned with the war effort and more than 50 members of CAP were killed in the line of these voluntary duties.

► Its pre-flight program has prepared many thousands of youth for service in Army and Navy air arms, and for civilian and personal aviation."

War Department certificates of commendation were presented to all the CAP wing officers attending the conference in recognition of their wartime service.

Universities to Receive Much Boeing Equipment

Considerable equipment used by Boeing on B-17 and B-29 contracts will be turned over to the University of Washington and other tax-supported educational institutions under the procurement regulations of the Surplus Property Act.

Col. Harley S. Jones, Boeing plant representative of the AAF, in announcing the move, estimated the material to be transferred to the University of Washington has a value of around \$5,000,000. It includes electrical instruments, test equipment and machinery.

Evan E. Young Dies

Evan E. Young, 67, who retired last August as operational vice-president of Pan American Airways, died recently in Albany, N. Y. Young had been with PAA since 1929. He still was a director. Before joining the airline he spent 26 years in the diplomatic and consular service. During 1930 Young arranged for PAA air bases in South America and supervised flight operations in that area.

Nation-wide Strike Threatened At CAB Conference on Pilot Pay

Carmel, attorney for ALPA, voices warning of walkout at session called by Board to obtain facts on ATA plan for group negotiations.

A "nation-wide strike" of airline pilots was threatened by Daniel D. Carmel, attorney for the Air Line Pilots Association, during his presentation of ALPA's case at last week's CAB conference to obtain facts on which it will base approval or disapproval on an Air Transport Association committee to negotiate pilot wages and working conditions on four-engined aircraft.

Despite the unsettled status of the wage negotiations, it was disclosed by the committee the day before the CAB meeting that pilots had accepted company assignments on TWA's overseas routes. TWA likely will start trans-Atlantic flights Feb. 1 with *Constellations*. Subsequent wage adjustments are to be retroactive to Jan. 15, date of acceptance.

► **Others Likely to Follow**—PCA, which has made similar assignments on domestic routes, also expected its pilots to accept, and those on other lines were expected to follow. Thirteen U. S. airlines planning to use four-engine equipment are represented on the bargaining committee by officials of five airlines. The other eight having given power of attorney to the committee to act for them.

Board member Harilee Branch presided at the conference. The other three members are at the Anglo-American aviation meeting in Bermuda. Branch said a transcript of the proceedings would be submitted to them there for consideration.

► **Situation Outlined**—Stuart G. Tipton, chief counsel for ATA, presented its case to the conference. He outlined negotiations with the pilots during recent months and said that because of failure to reach an agreement the wage committee had been formed and notice filed with the board in accordance with the law.

He argued that the Civil Aeronautics Act clearly permits group bargaining by airline employers, and that therefore the only question before the board is whether such bargaining is in the public interest. He submitted a lengthy letter in support of ATA's position. Carmel, who said he had not seen the letter, asked for ten days to

file an answer. Branch allowed him five.

► **Rail Labor Act Cited**—Tipton contended that the Railway Labor Act, designated by the Civil Aeronautics Act as the guide in airline labor relations, clearly permits employers to bargain collectively, and he cited several instances of such bargaining.

He also said the National Mediation Board, which handles labor disputes for the railroads under the Railway Labor Act, had commented favorably on several occasions regarding the joint bargaining of railway employers. The board, he contended, could not possibly handle all the cases on a single company basis.

► **Procedure Revealed**—Tipton revealed that according to the airline negotiation agreement, no airline would be permitted to bargain for itself with the pilots. All wage and working condition cases would have to be handled by the committee. Presumably those negotiations now being conducted by individual lines are valid unless and until CAB approves the agreement.

David L. Behncke, president of ALPA, in a statement at Chicago for AVIATION NEWS, emphasized again that reports of negotiations between the pilots and the operators were not to be made public. He said that reports of controversy between the pilots and the airline operators were grossly exaggerated. ► **Also Cites Act**—"Briefly," he said, "no demand has been made on any airline for anything. We are bargaining collectively under the provisions of the Railway Labor Act—not demanding. The Airline Pilots Association will continue to negotiate with individual companies as in the past."

"The airline pilots are willing to settle all their troubles quietly and effectively in accordance with Title 2 of the Railway Labor Act which is a federal law covering all labor relations in airline transportation," he said.

► **Controversy**—Carmel, taking issue with Tipton, sought to prove that the air law provides against employer group bargaining. Tipton interrupted to say he was surprised

Air Treaty Delayed

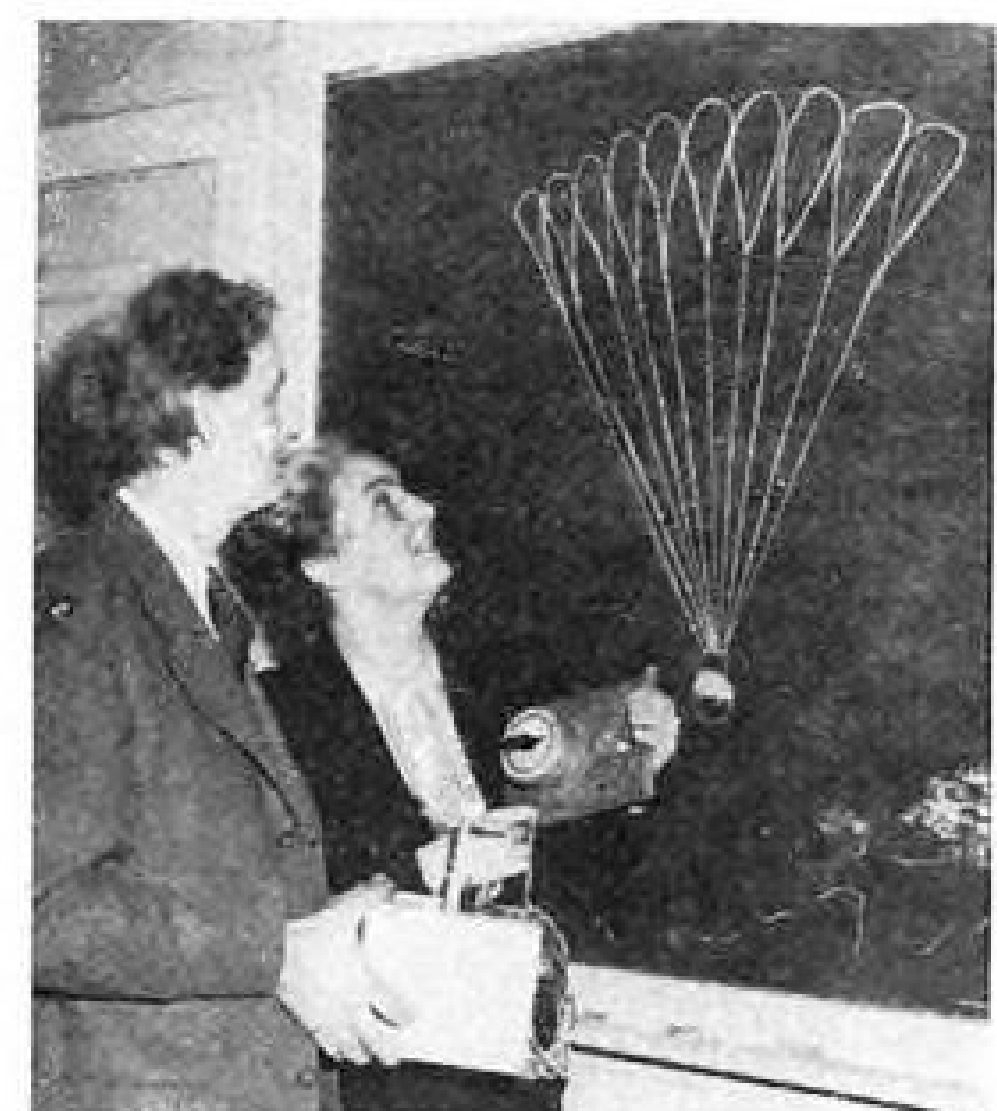
The air treaty committing the United States to membership in a permanent international civil aviation organization is scheduled to sleep for at least "several more months" in the Senate Foreign Relations Committee, Sen. Walter F. George (D., Ga.) said last week.

The treaty, pending before a subcommittee headed by George, was submitted to the Senate for ratification in March of last year.

► **No Need For Haste**—The general attitude among Foreign Relations Committee members is that there is no rush for action, in view of the fact that plans have moved ahead for the interim international aviation organization, scheduled to operate until 1948, and that it might even be advisable to await further world developments prior to ratification of the air treaty.

that the pilots were opposing ATA's wage committee.

Carmel outlined 16 years of ALPA's relations with individual airlines, with no strikes, and said that he did not believe CAB would want to be instrumental in leading to a nation-wide strike of airline pilots. Legality of a pilot strike against carriers of the mail has been questioned at various times, but it



FLIGHT PLANS:

Dr. Jean Piccard, University of Minnesota faculty member, and his wife look at a sketch of the balloon cluster which they hope to use in a stratosphere flight. Dr. Piccard holds a new-type thermometer he has perfected to use on the flight.

New 'Copter Record Attempt Due

Preliminary results indicate at least two new national records were set Jan. 9 by a Sikorsky R-5 helicopter but appeared probable last week that United Aircraft Corp.'s Sikorsky Aircraft division soon would undertake additional tests with international records in view.

Unofficial reports on the performance of two R-5 helicopters recently at Bridgeport put the speed at 114.6 mph. over a 20-kilometer course and the altitude at 21,000 ft. Official reports must be made by the National Aeronautic Association. While both figures exceed the former international marks—speed of 76.151 mph. and altitude of 11,243.416 ft. set by

Germans in Focke-Wulf machines—a technicality may exclude them from consideration by the Federation Aeronautique Internationale as international records.

► **Calibration Overlooked**—Under FAI rules, barographs used in aircraft engaged in record attempts must be calibrated and certified by an agency designated by the national club—in this case NAA which has designated the National Bureau of Standards. The barographs used in the recent flight had not been previously calibrated by the Bureau. To rivet its claims to international records for its helicopters, Sikorsky is planning new trials with approved barographs.

is noted that employees have struck against rail mail carriers.

► **CAB Jurisdiction Hit**—ALPA's attorney urged that employer group bargaining is carried on in railway disputes only by consent of employee groups, and that otherwise it is illegal. He contended that CAB has no jurisdiction in the question whom the pilots shall bargain with; that established practices, under the mediation board, can be changed only by that board. He cited court rulings that employees have a right to decide what employer groups shall be dealt with.

Branch asked Carmel why the pilots did not want to deal with a committee of all the airlines. Carmel said that the Air Transport Association was seeking to "level off" the gains made by pilots in the past, and that it wanted most to be released, by CAB, from its obligations under the anti-trust laws.

► **Practice Reviewed** — Branch pointed out that, as Tipton had indicated, numerous industries have collective employer representation dealing with unions. Carmel replied that these industries constitute only 3 or 4 percent of U. S. workers, and that such bargaining is with permission of the workers involved. He demanded formal CAB hearings on the pilots' case.

'Standby' Factories Officially Listed

The official list of ten aircraft and four engine plants to be held in a standby status by the Army and Navy has been revealed by the Surplus Property Administration in its report to Congress on disposal of surplus aircraft plants. (See *Production*).

Airframe plants, with original cost and floor area, are: Bell, Marietta, Ga. (\$45,288,864; 3,953,215 sq. ft.); Boeing, Wichita, Kans. (\$17,900,929; 2,898,000 sq. ft.); Consolidated Vultee, Ft. Worth, Tex. (\$40,537,058; 3,648,760 sq. ft.); Curtiss-Wright, Columbus, Ohio (\$16,768,338; 2,373,187 sq. ft.); Curtiss-Wright, Louisville, Ky. (\$9,014,933; 1,074,519 sq. ft.); Curtiss-Wright, St. Louis, Mo. (\$12,078,948; 1,571,000 sq. ft.); Douglas, Tulsa, Okla. (\$25,999,007; 2,081,020 sq. ft.); Martin, Omaha, Nebr. (\$18,664,061; 1,887,497 sq. ft.); North American, Dallas, Tex. (\$17,196,289; 2,815,344 sq. ft.); North American, Kansas City, Kans. (\$17,423,343; 1,750,929 sq. ft.).

► **Engine Plants** — Engine plants,



Delegates Leave for Bermuda: First group of Washington delegates and observers to the Anglo-American Aviation conferences at Bermuda is shown at National Airport before boarding an American Airlines plane on the first leg of the flight. Left to right: John Sherman, liaison consultant at CAB; Stokely Morgan, chief of the Aviation Division of the State Department; Garrison Norton, deputy director of the Office of Transport and Communications, State Department; Oswald Ryan, CAB member; George P. Baker, director of the Office of Transport and Communication, and George Neal, CAB general counsel.

with original cost and floor area are: Allison, Indianapolis, Ind. (\$18,742,742; 1,540,860 sq. ft.); Pratt & Whitney, Kansas City, Mo. (\$37,016,516); Studebaker, South Bend, Ind. (\$14,344,475; 1,453,355 sq. ft.); Wright Aeronautical, Lockland, Ohio (\$41,683,561; 5,622,171 sq. ft.).

In accord with War and Navy ideas on standby facilities, none of the plants can be sold, but efforts will be made to lease all of them for aircraft or engine production, or production of items which would not entail too great a change in a plant's existing manufacturing facilities.

► **Three Leased**—The North American plant at Kansas City has been leased to General Motors Corp. for automobile production, the former Curtiss-Wright factory at St. Louis has been transferred to the McDonnell Aircraft Corp. for its Navy work, and the North American plant at Dallas has been leased in part to Robert H. McCulloch and H. L. Howard for the manufacture of aircraft for Fairchild under a subcontract.

The naming of the Columbus, Ohio, plant of Curtiss-Wright on the standby list clears up the status of that facility which, although C-W has moved its headquarters there from Buffalo, has been in doubt.

Although several large non-aviation companies have been interested in buying the plant, it now becomes apparent that C-W, in effect, will have permanent occupancy despite the fact it cannot buy the plant.

Bermuda Talks Bring Agreement on Bases

Agreement that lend-lease bases will not be closed to civilian aircraft was reached in early sessions of the British-American civil aviation conference, convened last week at Bermuda.

While the agreement was "in principle," and left to further discussion the freedoms to be given at individual airfields, it was considered an auspicious start for the meeting, which seeks a new civil aviation pact instead of that of 1937.

Unofficially it was said that there will be no withdrawal of the temporary arrangement whereby U. S. land planes land at Kindley Field, USAAF air base at Bermuda. Details and technical problems were to be worked out for such fields as Kindley; Atkinson and Mackenzie, British Guiana; Bean, Santa Lucia; Vernon and Palisadoes, Jamaica; Coolidge, Antigua; and Waller, Piane and Carlson, Trinidad.

► **Rate Problem** — The conference committee on rates and frequencies is working more slowly and cautiously. Its first days have been spent in determining if positions have changed since the Chicago conference. Although no basic reconciliation between the U. S. stand for free competition and the British desire for what amounts to an international cartel is likely, both sides are optimistic about the possibility of fashioning a working agreement.

Plane Disposal Set-Up Refined; 1945 Totals Show Improving Picture

Sales gradually increasing, although dollar return is dropping, and operation is becoming smoother; estimates show 11,461 aircraft sold since start of program in Sept., 1944.

By WILLIAM KROGER

With a further refinement of procedures on disposal of surplus aircraft announced by Surplus Property Administration, the Reconstruction Finance Corp., the disposal agency, last week totaled up preliminary year-end figures which showed a gradual speeding up of sales, a dwindling dollar return, but an over-all smoother and more favorably-received operation.

Indicating a willingness to explore all paths to increased sales, RFC put basic trainers on sale at \$975 each in mid-December for a 90-day test sale. In 10 days, more than 700 were sold. Less than 100 had been disposed of under the previous methods of bids and fixed prices of from \$3,600 to \$4,000.

► **Sales Total**—Estimates of surplus plane sales by RFC show total sales since the beginning of the program in Sept., 1944, of 11,461 aircraft of all types. Original cost of these planes was \$192,895,035. They were sold for \$29,437,085, or roughly 15 percent of cost.

At the end of the first 12 months of surplus plane sales, RFC had sold slightly more than 8,000 planes at about 19 percent of original cost. Sales in the last four months of 1945 have averaged better than in the preceding 12 months—approximately 845 planes per month, as against 673 per month—but the return has decreased.

► **Conservative**—This is a natural development, RFC officials say, indicative of the facts that sales procedures have been improved, and a better gage of market values achieved. They also point out that the figures above are conservative as they represent only planes delivered, and not orders. For instance, all the 700 BT sales late in December do not appear.

Primary trainer sales are proceeding favorably. RFC has now disposed of 6,694 of the 9,631 declared surplus. The 2,000-odd remaining are not all saleable.

► **Speed-up Proposal**—Meanwhile, a suggestion for even more rapid disposal has been made by Maj. C. C. Moseley, president of Grand Central

Air Terminal, Glendale, Calif. Criticizing the "trend toward scrapping of . . . aircraft that cannot be sold at present established prices," Moseley lauds the price reduction on BT's, but declares that every airplane can be sold under his plan:

"Reduce the price 10 percent every month until the last airplane is sold for \$1. There is no question that there is a market for every surplus aircraft at a price. Non-flying ships are very valuable for spares. I trained over 26,000 pilots and 7,500 mechanics in my flying schools during the war and I want to see them and all other young pilots and mechanics get a break."

► With statistics indicating that by July, declarations of surplus aircraft and parts will reach \$17,500,000,000, SPA has revised its Regulation 4 covering disposal of those items, and established an Interdepartmental Advisory Committee on Surplus Aircraft Disposal. On the committee will be representatives of the State, War, Navy and Commerce Departments, the Office of the Foreign Liquidation Commissioner, Smaller War Plants Corp., CAB and RFC.

This group will supplant the former Interdepartmental Working

Committee, and be responsible for suggesting policies and procedures. In general, the revised Regulation 4 formalizes the lessons learned in the trial-and-error procedure of SPA and RFC during the past few months. It calls for RFC promptly to determine the amount of usable items and scrap those unusable—a matter which RFC has had difficulty in solving to date because of inventory problems.

Hutton To Receive IAS Sperry Award

Richard Hutton (photo), chief development engineer of Grumman Aircraft Corp., will receive the Lawrence Sperry Award for 1945 at the Honors Night Victory Dinner of the Institute of the Aeronautical Sciences on Jan. 28.

The award is made annually by IAS for notable contribution made by a young man to the advancement of aeronautics. It has been bestowed on Hutton for his work in the development of carrier-based aircraft, principally the F4F, F6F, F7F, F8F and TBF. ► **Losey Award**—At the same dinner, Maj. Harry Wexler, chief of the Special Scientific Services Division of the U. S. Weather Bureau, will be presented the Robert M. Losey Award for 1945 for his contributions to the science of meteorology as applied to aeronautics.



WATER-BASED WILDCAT:

Rigged up for an emergency period in the war which passed before it could be used operationally, this Grumman Wildcat was mounted on twin floats by the Edo Aircraft Corp. Main purpose was to counter the Japanese Zero floatplane during the period when U. S. carrier strength was low. End of the war has lifted the secrecy imposed on what was called the Wild Catfish.

Data Presented at Wright Lecture Is Challenge To American Engineers

Dr. Cox's address on turbojets demonstrated graphically the progress and leading position of British aircraft industry and degree to which U. S. has fallen behind.

The recent revelation that the British now have jet engines in quantity production with an output of 5,000 lbs. static thrust and that other designs of 8,000 and 10,000 lbs. thrust are nearing the test stage, has challenged U. S. engineers.

Dr. Harold Roxbee Cox, delivering the annual Wright Brothers Lecture before the Institute of Aeronautical Science recently, hinted that his countrymen are several lengths ahead in the race for leadership and backed his contention with facts and figures.

► **Nazis Far Ahead**—Germany, despite critical material shortages and working under confused research policies, developed the axial flow type gas turbine to a point far exceeding our latest designs. The BMW 028 unit, a design capable of delivering 8,000 lbs. static thrust, is the most powerful yet announced.

Admittedly, our best designs still are under wraps but it is logical to assume that the same is true of the British. It is equitable, then, to compare the latest designs of both countries on the basis of latest released figures. The chart, based on figures presented by Dr. Cox, presents graphically the progress and present leading position of the British aircraft industry. German units are included for comparison.

► **U. S. Research Lags**—While our basic research on the application of the gas turbine to jet propulsion is a field only five years old, our re-

search on the gas turbine itself goes back to 1898 when Dr. Sanford A. Moss first began tests on such a device. One element of his basic engine, the renowned aircraft turbo-supercharger, was perfected as early as 1917.

Certainly ample opportunity has been available to produce U. S. research data on heat-resistant metals, centrifugal impeller stresses, high-speed bearing lubrication, etc. Yet these are the very fields in which the British and Germans lead the U. S.

► **Fuel Consumption is Key**—Since it has been established that any reasonable power output is possible in a gas turbine, it is pointless to race another nation merely for the "most powerful" engine award. However, particular attention should be paid to the startlingly low fuel consumption and specific weights achieved by the British.

Dr. Cox's plea for greater cooperation between jet unit and airframe designers might be particularly heeded in this country. For example, our Lockheed P-80 *Shooting Star* and our Bell XP-83 have a power loading of approx. 3.4 lbs. (airplane) per lb. of engine thrust, whereas the standard Gloster *Meteor* has a loading of less than 3 lbs. The Germans achieved a power loading of 3.85 on the Messerschmitt Me 262 but an astonishingly low loading of only 2.8 on the Heinkel He 162.

Hamilcar Powered

Conversion of the *Hamilcar*, British heavy cargo glider used to carry tanks and other military equipment in the war, into a commercial air freight vehicle with the aid of two Bristol *Mercury* engines, has been the subject of tests by its manufacturer, General Aircraft, Ltd., Feltham, Middlesex, England.

The powered glider will carry a 21,500-lb. payload in towed flight and 7,000 lbs. in solo flight, with 1,440 cu. ft. of cargo space, (27 x 8 ft. x 6 ft. 8 in.) By release of oleo pressure in the landing gear, the nose sinks to the ground in ten seconds, for ground level loading. Wheeled vehicles may be driven into the open nose directly from the ground.

WEST COAST REPORT

New Anti-Fog Device Does Well in Test

Method demonstrated at Long Beach, Calif., uses coal and calcium chloride in tub-like burners.

By SCHOLER BANGS

An anti-fog device developed by the Nofog Corp. and tested last week at the Long Beach, Calif., Airport appears worth close study by government officials and the air transport industry with the possibility that it may hold the key to the solution of one of the airlines' oldest problems.

Part of the study well might inquire into the reasons why the Army and Navy have been discrediting the method, and whether or not they made any effort to develop it.

► **Given Severe Test**—The device was set up at the airport in December by its inventor, Clellan Ross Pleasants of San Francisco, but apparently was given its most severe test last week in the presence of this writer and other reporters, as well as officials of the Weather Bureau and the airlines.

The Weather Bureau previously had advised that heavy, blanketing fog might be expected at the airport early in the morning. At the east end of the field, 700 ft. from the administration building, Pleasants had prepared a close-grouped row of six open-mouthed burner "tubs," each approximately 36 in. in diameter. The burners were

connected at the base to forced-draft blowers. In these, the inventor built beds of burning coals.

► **Weather Conditions**—A thin blanket of fog, through which the moon was visible, covered the airport at 1:00 A.M. when Pleasants started the blowers and, at one-minute intervals, began shoveling alternate scoops of medium lump coal and calcium chloride into the tubs.

► At 2:00 A.M., the entire airport was clear with visibility two to three miles. At this time, the burners were shut down.

► At 5 A.M. fog again began gathering, with stars moderately visible. Pleasants once more turned on his blowers, and began loading up the tubs.

► At 6 A.M. heavy fog began moving in from the northeast. At 6:15 the administration building beacon 700 ft. distant could be seen only dimly. At 6:20 the airport was zero-zero. At 6:40, a pilot made a blind takeoff in a Noorduyn *Norseman* and soon reported on top at 1,000 ft. At 7:25 A.M., 2 hrs. 25 min. after the burners were started, A. R. Archibald, a Nofog backer, admitted the fog was "tough" but said that in tests with Golden Gate fogs as long as three hours had been required for definite results.

► At 8:05 A.M. a sudden dissipation of fog had developed in the test area with an estimated ceiling of 200 ft. Parked aircraft and runways were clearly visible for a radius of 2,000 to 2,500 ft. The fog was cold and the airport wringing wet.

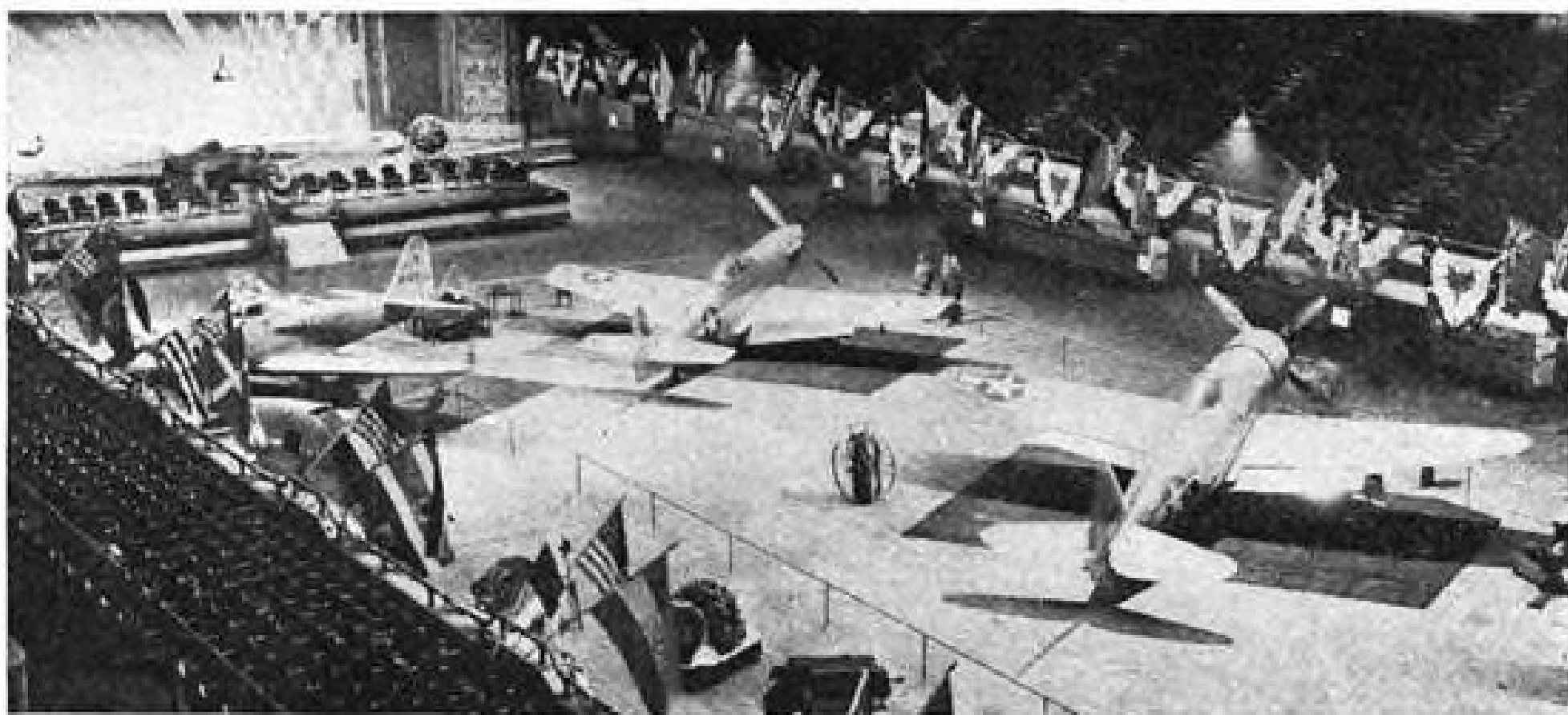
► At 8:10 Pleasants shut down his burners. Within three minutes, distant planes had vanished in descending fog and the administration building was semi-observed. At 8:30 A.M. the airport was wholly fogbound, with ground visibility approximately 300-400 ft.

► **Fuel Consumption** — Fuel consumption was less than 1,500 lbs. of coal and \$5 worth of calcium chloride, according to Archibald.

There was no indication at any time of any burnoff by the sun until after 9 A.M.

► **Theory Explained**—It is the contention of Nofog Corp. associates that the fog dissipating effect is gained by heat carrying up into the fog carbon particles coated with calcium chloride which withdraw moisture from the air and are further activated by the translation of latent heat of the particles into sensible heat.

► **Army, Navy Stand**—Prior to this test Navy officers connected with



NATIONAL AIR SHOW:

General view of the Cleveland Public Auditorium where the National Aircraft Show Co., in cooperation with the Army Air Forces, last week displayed AAF planes and equipment used in the war. Prominently shown was the Lockheed P-80 Shooting Star, and a Superfortress, along with a P-51 Mustang, P-47 Thunderbolt, P-63 Kingcobra, P-38 Lightning, P-61 Black Widow, and a North American AT-6 trainer. Captured German and Japanese equipment also was shown. Featured were radar devices, with AAF personnel from Wright Field to explain them. Several commercial aviation suppliers also exhibited at the show.

FIDO tests at Arcata, Calif. Had discredited strongly the Nofog Corp. results claimed in a San Francisco *Chronicle* story of Oct. 15.

Newspaper reporters covering a test at Long Beach Dec. 9, the day the Douglas *Mixmaster* began its record flight, quoted Maj. Lewis L. Kolb, AAF weather officer, as telling Pleasants "Here's your fog. Let's see you clear it." And, later, to newsmen, "I've seen enough. Let's go eat, boys. It works."

The morning of the later test Maj. Kolb told this writer he could make no comment, had instructed his aides not to discuss the tests and could not "review" what had been printed previously.

Airport Users' Conference To Discuss Unification

Spokesmen for the Army Air Forces, the Navy and the War Department will be heard at a two-day Joint Air Defense conference, sponsored by the Joint Airport Users' organization of the National Aeronautic Association at the Mayflower Hotel, Washington, D. C., Feb. 22-23.

Talks and forum sessions are planned to present all sides of the controversy over unification of the armed services, with special consideration to operational problems and cost of procurement. An Air Forces luncheon which will be part of the conference will give AAF spokesmen opportunity to present their contentions in support of an autonomous air force.

Canada Sells 32 Planes

Aircraft, engines and equipment sold last month by the Canadian War Assets Corp., government surplus disposal office, amounted to \$229,122. Thirty-two complete aircraft were sold including *Cranes*, *Harvards*, *Norsemen*, *Venturas* and *Cornells*, the latter being sold for educational purposes. Fourteen of the planes were sold outside Canada and 18 to Canadian companies, raising to 988 the total number of aircraft sold by the WAC.

AVIATION CALENDAR

- Jan. 21-22—Northwest Aviation Planning Council, Boise Hotel, Idaho.
- Jan. 23—Air Transport Association Board of Directors, regular meeting, at Washington.
- Jan. 28—Institute of Aeronautical Sciences Honors Night Dinner, Waldorf-Astoria Hotel, New York.
- Jan. 29-31—Institute of Aeronautical Sciences, Annual Meeting, tentatively scheduled for Pupin Laboratory, Columbia University, New York.
- Feb. 12—IATA European Rate Conference, Paris.
- Feb. 21—IATA Middle East Rate Conference, Cairo.
- Feb. 22-23—Joint Air Defense Conference, sponsored by Joint Airport Users' organization of the NAA, Mayflower Hotel, Washington, D.C.
- Feb. 25-27—Fourth region non-scheduled operations, second annual convention, Ft. Worth.
- Feb. 26-28—Air Transport Association Engineering and Maintenance Conference, Detroit.
- March 1-5—Pan American Aircraft Exposition, Dallas, Texas, reviving pre-war annual exhibit.
- March 4—PICAO route service conference on North Atlantic air navigation facilities starts at Dublin.
- March 8-16—Southwestern Aviation Exposition, Fort Worth, Tex.
- March 11-12—Joint Air Transport Conference, Statler Hotel, Washington, D. C.
- April 3-5—SAE National Aeronautic Spring Meeting, Hotel New Yorker, New York.
- April 8—PICAO route service conference on European air navigation facilities starts at Paris.

Jet Engines Compared

Unit	Static Thrust (lbs.)	Speed (rpm)	Weight (lbs.)	Fuel Consumption (lbs./hr.)	Specific Weight (lbs./lb.)
BMW 028.....	8000	.....	7300	.....	.....
BMW 018.....	7500	.....	.....	.....	.....
Junkers Jumo 018.....	6400	.....	4400	.....	.....
Rolls-Royce <i>Nene</i>	5000	12400	1550	1.06	.31
Rolls-Royce <i>Derwent</i>	4000	14500	1250	1.05	.313
G. E. 1-40.....	4000	11500	1820	1.185	.455
Metropolitan Vickers F 2/4.....	3500	.....	1700	.....	.500
DeHavilland <i>Goblin II</i>	3000	10200	1500	1.23	.500
Heinkel-Hirth 001.....	2860	11000	2090	1.31	.731
Armstrong-Siddeley ASX.....	2600	8000	1900	1.03	.731
Junkers Jumo 004.....	2200	8700	1540	1.67	.70
Rolls-Royce <i>Derwent II</i>	2200	16500	975	1.15	.444
Power Jets W2/700/111B.....	2150	16750	1250	1.046	.581
Junkers Jumo 004.....	1980	8700	1580	1.4	.80
BMW 003.....	1760	9500	1252	1.45	.71
Rolls-Royce <i>Welland</i>	1600	17100	810	1.26	.506
G. E. 1-16.....	1600	15000	800	.....	.696
Westinghouse 19B.....	1150	18000	560	1.39	.66
G. E. 1-1.....	850	16500	445	.....	.627
Westinghouse 915B.....	275	34000	.....	.....	.....

PRIVATE FLYING

Utah Operators' Association Acts To Cut State's Many Crashes

Wright indorses proposed series of conferences; intensified cross-country training to be given students; resumption of CAA communications service to private flyers urged.

A safety meeting held early in January by the Utah Fixed Base Operators Association, first of a series, marks a new trend among flight school and base operators which may be emulated by operators in other states with benefits to aviation generally.

The Utah meetings are being instituted because of an unprecedented number of air crashes in the state last year involving private flyers. State and federal aviation officials are moving to attack the basic causes of the accidents.

Wright Comments — Significant was the comment of CAA Administrator T. P. Wright that the responsibility for insuring competence in student and private pilots now rests mainly with flight instructors. The Administrator urged continuance of the Utah meetings, explaining that CAA regulation of flying cannot be tailored to meet the special needs of any specific area, but must be on a broad basis for the whole country.

Inadequate preparation of the

pilots for the rigors of mountain flying was blamed for a large number of the accidents which included seven fatal crashes and four other serious ones, in which 13 persons were killed and six others critically injured, during the year.

Training Change—As a direct result of the January meeting, the Utah operators group has announced an immediate increase in cross-country student flight training before permitting the student to make solo cross-country trips. The student will make not less than two directed cross-country trips.

The first will be with an instructor who will demonstrate cross-country flight techniques, reading maps in relation to the terrain over which he is flying. The second will be a check flight under instructor supervision in which the student must demonstrate his competency. If the student is judged competent, he will then be permitted to make solo cross-country flights under flight plan control.

Recommendations — Utah Aero-

How Not to Fly!

A classic example of incompetent mountain flying, cited by Joe Bergin, Utah aeronautics director, as cause for many accidents in his state, is the true story of a student pilot with 16 hours solo time who violated CAR by flying over the overcast in a single engine ship and overshot his destination field by nearly 25 miles on a 100-mile flight.

He finally flew his plane into the side of a snow-covered mountain, explaining afterwards that he "thought it was a big white fleecy cloud." The youthful flyer was stranded at 11,000-ft. altitude in mid-winter, wearing light clothes, and without even a match in his pockets.

nautics Director Joe Bergin, CAA Inspector Howard Harris and Carl Helberg of the operators' group recently developed a series of recommendations on flight regulations to promote safety in mountain flying, which were forwarded to Administrator Wright. Among other recommendations was a proposal for resuming the pre-war CAA communications service to private flyers so that they could clear their flight plans.

Bergin cites cases of flyers forced down in mountain territory, without flight plans, whose absence is not discovered for days, greatly diminishing chances for rescue. A reply from Wright received by Bergin, indicated he would cooperate in renewing the flight plan communication service, although not approving the other recommendations.

Special Problem — Bergin points out that flying a lightplane at altitudes near the plane's useable ceiling on cross-country trips and encountering powerful vertical air-mass movements common in mountain areas is a special kind of flying entirely different from that encountered by the student or private pilot in lower terrain.

Analysis of the Utah accidents, does not indicate that the recent liberalizing of CAA regulations had any specific bearing on their causes. Majority of the crashes were in direct violation of both CAA regulations and good flying common sense.

Program — Bergin does believe, however, that some private flyers are taking the attitude that "CAA has thrown the book away" by its

revisions, and "think that anything goes, now." He is asking Utah pilots, operators and instructors to assist in preventing "damfool" flying, and to see that student pilots get the kind of instruction that will make them safe and competent flyers.

Aside from the loss of life and property involved, the expense of searches for missing pilots in the mountain territory and the additional hazards of search flying are cited. No government or state funds are provided for such searches, and while Army and CAP flyers are co-operating, literally hundreds of hours of search have been flown at the searcher's personal expense, he reported.

More Military Flyers Enter Civil Aviation

Indicating the military flyer's desire to engage in some form of civil aviation is the growing list of former service pilots entering the aviation sales, service and instruction business. Organization of three new firms in widely-scattered parts of the country, all involving ex-service airmen, has been reported.

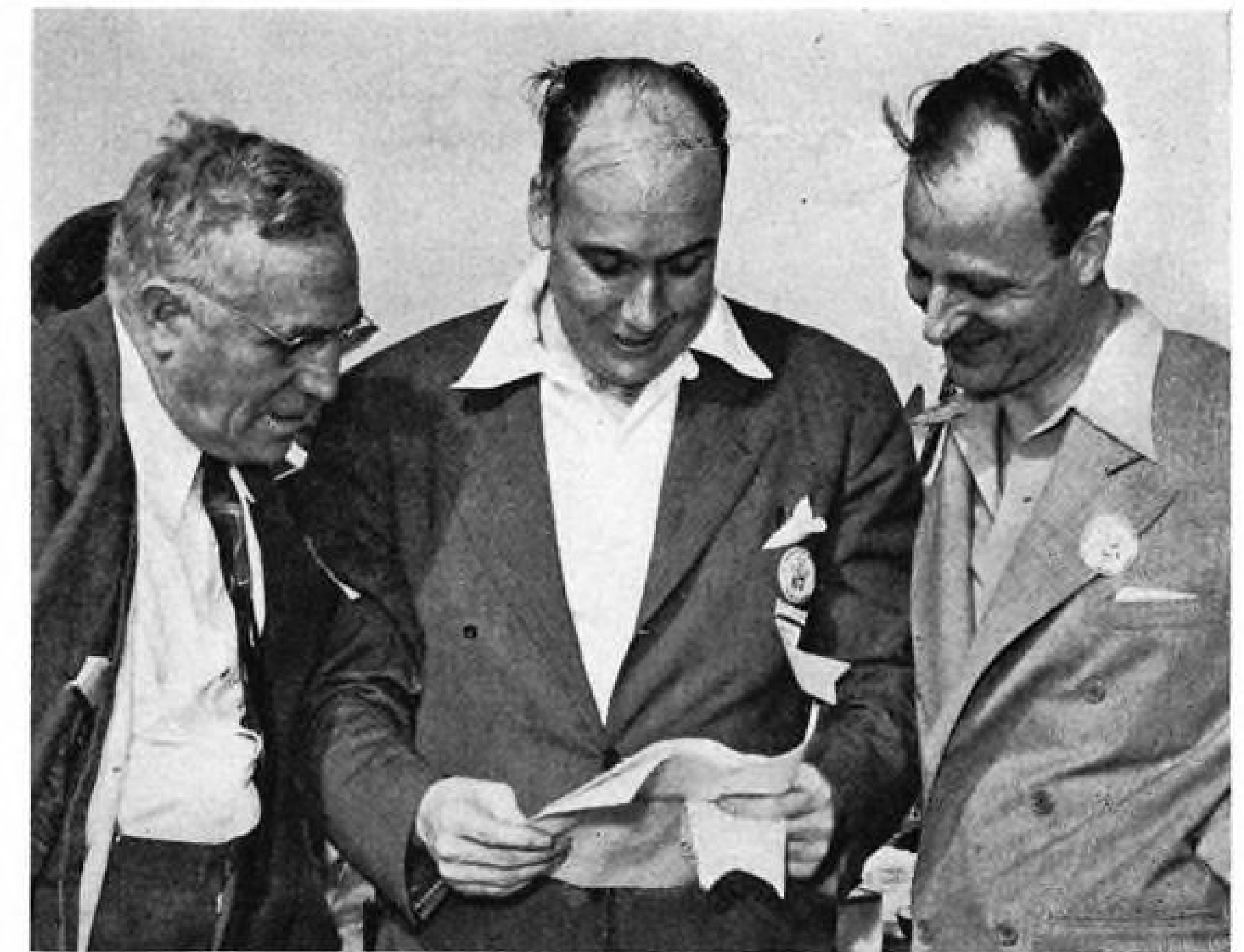
Evansville, Ind. — Four AAF veterans, all civilian pilots before the war, have organized Sky Service System and leased from the city part of the buildings and facilities of the modification center at the Municipal Airport, contingent on the center's being returned to municipal ownership.

The firm is headed by Ellis A. Carson, former major, as president, with J. R. Merrill, former lieutenant colonel, as vice-president in charge of sales; Robert J. Reed, also an ex-lieutenant colonel, as maintenance vice-president; and Edgar C. Engelbrecht, former major, as secretary-treasurer and training and flight operations director.

The company will handle the Culver "V," with an exclusive dealership for virtually all of Indiana, Southeastern Illinois, and Western Kentucky. It also is negotiating for the dealership for a line of individual hangars.

Phoenix, Ariz. — Four former instructors at Falcon Field, where British Royal Air Force officers were trained during the war, have opened the Mercury Flying Service at Phoenix's Sky Harbor Airport.

The four are Bill Hixon, manager; Paul Robart, Vincent Gonsalves, and Dick Robinson. Their services will include crop dusting and instruction. They will also distribute



MIAMI AIR SHOW VISITORS:

Officers of the Personal Aircraft Council of the Aircraft Industries Association found time for a quick meeting at the recent All-American Air Maneuvers at Miami, Fla. Left to right: William T. Piper, Sr., president of Piper Aircraft Corp., and chairman of the council, Joseph T. Geuting, Jr., council manager, and Carl Friedlander, vice-president of Aeronca Aircraft Corp. and vice-chairman of the council.

aircraft for the Commonwealth Aircraft Corp.

Parkersburg, W. Va. — A new company, the Matheny Aviation Corp., has been formed to distribute planes of the Aeronca Aircraft Corp., and handle flying accessories. Ralph Boso, veteran civil pilot and war-time officer in the Air Transport Command, is secretary-treasurer of the new concern which is headed by L. G. Matheny, Parkersburg truck distributor. The company plans to erect a building at the new city-county airport.

Uthus Quits CAA

Bruce Uthus, CAA's assistant administrator for aviation training, has resigned to direct training development for TWA. Uthus supervised the program which has resulted in the inauguration of aviation education in high schools in many states and also had charge of CAA's Inter-American Training Program.

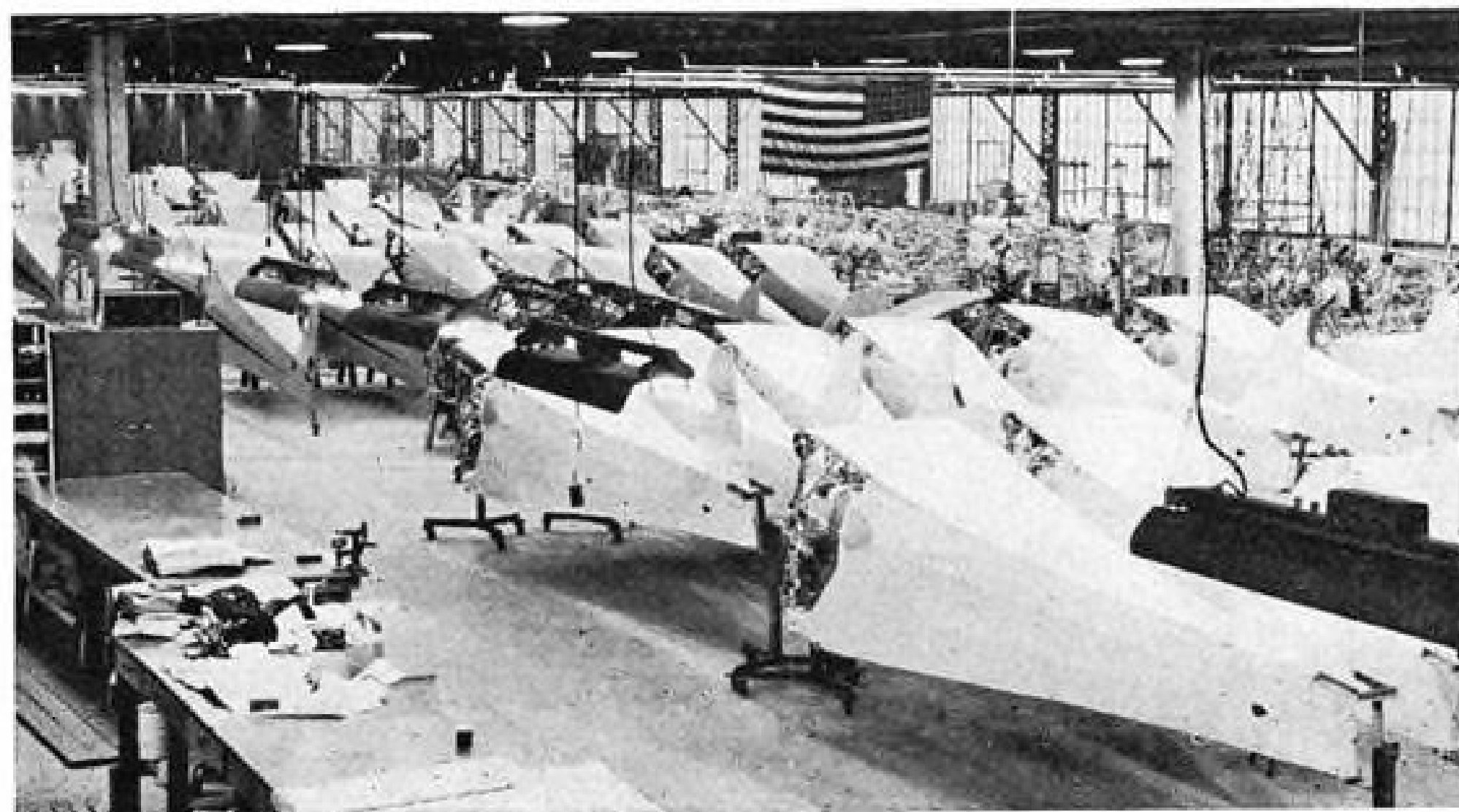
Uthus had been with CAA for four years in several capacities concerned with training and personnel. His successor has not been selected.

Plane Seen Revolutionizing American Farming Life

Prediction that the personal airplane will bring revolutionary changes into the economic and social life of the American farmer was made recently by Harry Woodhead, president of Consolidated-Vultee Aircraft Corp., speaking before the Pennsylvania State Council of Farm Organizations at Harrisburg.

Citing the farmer's advantages — fundamental knowledge of machinery, land for a flight strip, barn for a hangar, and the greater utility of present day planes for farm uses — Woodhead warned that the small two-place plane of today would be useful mostly for local flying, but predicted they would be supplanted soon by four-to-five place planes in the low-price field.

Uses — Seeding by plane and spraying modern insecticides for pest control are two of the most important new uses of personal planes on farms, while marketing, fire-fighting, emergency missions of all kinds and transportation from farm-to-farm or farm-to-city, were other uses cited.



15-A-DAY AT TAYLORCRAFT:

Taylorcraft Aviation is turning out the little side-by-side Twosomes, at the rate of about 15 a day, and expects to build this production rate up to 30 a day next month at the Alliance, Ohio, plant. This view of the final assembly line shows an impressive number of Twosomes.

Two Licenses Voided For Low Flying

Low flying and carrying passengers were the major violations of the Civil Air Regulations which prompted the CAB to revoke certificates of four pilots and suspend those of six other airmen.

Briefs of the misdemeanors and consequent Board action follows:

REVOCATIONS:

George Bennett Moore, private pilot, for flying over an open air assembly of persons at Stratton Brook State Park, Simsbury, Conn., performing acrobatics including circling over the bathing pool at 300 ft. altitude, thereafter sharply turning and zooming away. Later he made a low-altitude run at 50 ft. **Actions violated CAR sections 60.700(a), 60.3502 and 60.3503. Certificate revoked.**

Richard Pennock Wisland, student pilot, for piloting an aircraft at house-top level near Milwaukee, May 19, 1945. **Action violated CAR section 60.3500. Certificate revoked.**

Certificates of two student pilots were revoked for carrying passengers: Everett Edward Rider, near Connorsville, Ind., June 12, 1945. Ralph Cummins, near Iola, Kans., between Aug. 4 and 15, 1945. **Actions violated CAR section 43.50.**

SUSPENSIONS:

Mohamed Joseph Shaik, private pilot, for starting the engine of a plane without placing blocks in front of the wheels July 14, 1945. His wife, who was not a licensed pilot, was at the controls. When the motor commenced to run she increased its speed by opening the throttle. As a result the plane sped across the ground and crashed into another aircraft which was parked nearby, causing extensive damage to both. **Actions violated CAR section 60.331. Certificate suspended for 60 days.**

Raymond Leo Connors, student pilot, for making a solo flight outside of the operating base of his instructor and fly-

Culver Crashes

The second plane in Culver Aircraft Corp.'s new Model V series, was destroyed last week at Wichita, Kan., when it suddenly became airborne as it was being taxied for preliminary ground tests.

The plane crashed and burned, killing its occupants, Charles Earl Price, chief test pilot, and Howard R. Byrns, chief of experimental department, after it rose to a height of about 100 ft., then dropped to the field.

Culver President T. Bowring Woodbury said the plane had not yet been test flown, and that Price had not intended to test fly it at that time. Price had logged 8,000 hours in his 17 years as a pilot.

ing at less than 500 ft. altitude, Nov. 29, 1944. **Action violated CAR sections 60.3503 and 20.71. Certificate suspended for six months.**

Weyman Gordon McDaniel, student pilot, for leaving Charlottesville, Va., at 6:50 p.m., after official sunset, for a contact flight to Washington, D. C., arriving at 9:07 p.m., although the aircraft was not equipped with position lights, July 16, 1945. McDaniel flew within an airway traffic control area without filing a flight plan. He falsely asserted to a CAA inspector at Washington National Airport that he held a private pilot certificate. **Actions violated CAR sections 60.61 and 60.471. Certificate suspended for six months.**

Low altitude flight resulted in the suspension of two pilots' certificates for six months' period: Student Pilot Charles Theodore Huss, Jr., over a congested area of St. Petersburg, Fla., Feb. 10, 1945, and Private Pilot Joseph Anthony Block at 150 ft. over a congested area of Rochester, N. Y., May 27, 1945. **Actions violated CAR section 60.3500.**

Robert Foard Townsend, commercial

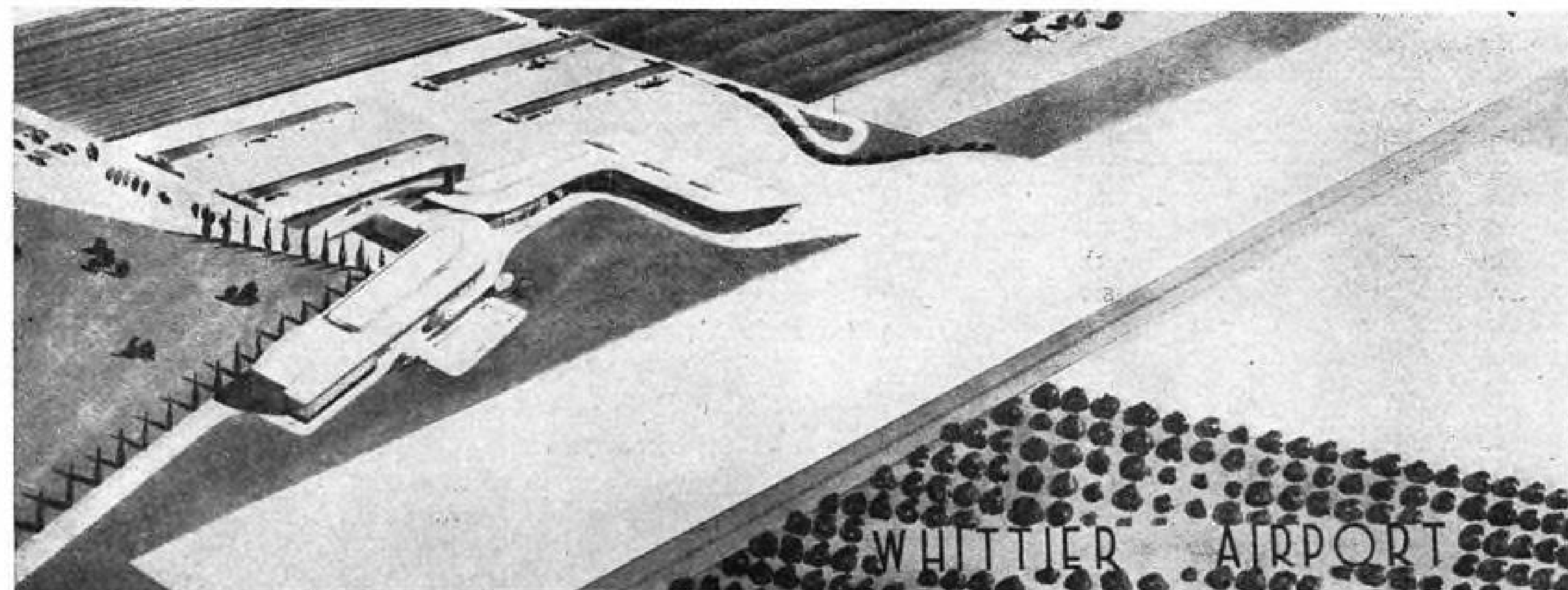
pilot, who voluntarily surrendered his flight instructor ratings Apr. 25, 1944, for giving dual flight instruction on numerous occasions, authorizing solo flights and first cross country flights, for a period between Oct. 7, 1944, to Jan. 20, 1945. On Dec. 24, 1944, he executed acrobatic maneuvers near Mettetal Airport, Plymouth, Mich., when he and his students were not properly equipped with parachutes. **Actions violated CAR sections 20.80, 60.72 and section 609 of the Civil Aeronautics Act of 1938. Certificate suspended for six months.**

New England Air Tour

Resumption of the annual New England lightplane tour, a big pre-war event among private flyers of the Northeast, is planned this year under sponsorship of the New England Aviation Trades Association. Warren Frothingham, Newburyport, Mass., president, said "scores" of private pilots were expected to participate in a three-day aerial tour with special events in several cities. Final tour dates and complete itinerary of the tour have not yet been set but it is expected to include stops at Providence, R. I., Hartford, Conn.; Westfield, Mass.; Barre-Montpelier, Vt.; Concord, N. H.; Waterville, Augusta, and Portland, Me., and Boston and Falmouth, Mass.

Pittsburgh Field Sold

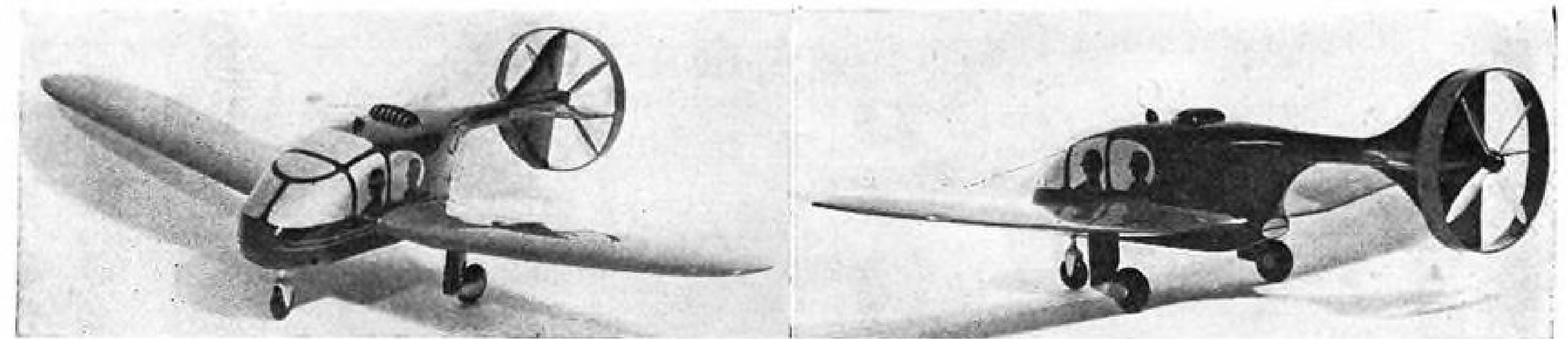
Bettis Airport, near Pittsburgh, Penna., has been sold by Curtiss-Wright Corp. to Guy M. Miller, president of Miller Aviation Center, for a reported \$275,000. Miller will promote the field as an over-all airport center, with training school, and complete service facilities.



PROJECTED DELUXE CALIFORNIA AIRPARK:

Aerial perspective of the "deluxe" private flyers airport projected for Whittier, Calif., by Leland E. Mekeel, shows airstrip in foreground. Modernistically designed amusement center with swimming pool and shaded verandahs for spectators and four rows of

individual hangars are proposed. Whether the airpark will be authorized depends on Mekeel's ability to convince local government officials that he should be granted a zoning exemption to build it. Revenue from non-flying visitors is expected to be a big item.



Advanced Four-Place Pusher Design: Use of an extension shaft and a small diameter four-blade propeller installed in a ring behind the tail surfaces are

interesting features of this unorthodox new personal plane design, developed by Thomas Mountjoy, Riverdale, Md., aeronautical engineer.

Mixmaster-Type Lightplane Design Completed By Ercoupe Engineer

Personal project, calling for propeller mounted inside guard ring behind tail surfaces, presents many interesting structural possibilities.

An advanced design for a four-place personal plane, using a ring-guarded pusher propeller mounted behind the tail surfaces and an emergency JATO unit, has been completed by Thomas Mountjoy, Riverdale, Md., aeronautical engineer, as a personal study not sponsored by his employer, Engineering & Research Corp.

The design is in the drawing and model stage, and he has no plans for its early production. However a number of unconventional features of his plane offer certain advantages which call for additional study on the part of the industry, and some of them may be seen on other planes in the next few years, even if Mountjoy's design never goes beyond its present stage.

► **Suggested By Geisse**—Use of the ring guard has been suggested by John Geisse, CAA private flying consultant, and by other engineers as a likely alternative to the twin tailboom arrangement as a protection from the hazards of a pusher propeller.

Recent studies have shown, Mountjoy reports, that the ring around the propeller will add 5 per cent to its tip efficiency. His design also calls for an arrangement of flaps on the tail ring, in the manner that engine cooling cowl flaps are opened. These flaps would serve to slow the plane's landing speed, and the ring would also serve as a muffler, subduing the roar of the propeller, the designer says.

► **Theatrical Data**—Theoretical performance for the plane is set at

150-mph. cruising speed and 170-mph. top speed, with a 600-mile cruising range. The plane might seat five persons under certain load conditions and would be powered by a 150- to 200-hp. air cooled engine, turning a four-blade propeller of only 84-inch diameter, by means of an extension shaft.

An emergency jet propulsion unit would be installed at the engine exhaust outlet. This unit would give the pilot emergency power in case of failure of his conventional unit but would not require the upkeep costs of a second conventional engine installation.

► **Proposed Cost**—Mountjoy estimates the plane could be sold profitably at \$4,000.

Other characteristics of the proposed design would include: spin-proof; two- or three-control; retractable tricycle landing gear with steerable nose wheel; full flaps; large low-cut windows, and large doors ahead of wing with low step-up; full flaps; four identical tail surfaces supporting propeller ring; possible roadable adaptation; eight-foot landing gear tread with knee-action landing gear resembling that now used on the Ercoupe; 35-ft. wingspan, and 26-ft. length.

► **Advantages**—Mountjoy points out the advantage of his design for large convenient entry doors, and good visibility, and to the production help of making all four tail surfaces identical. The ring around the propeller would be made in airfoil shape to offset the relatively small size of the stabilizer. The

addition of a bottom fin, would not only give greater stability, but would help to carry the load of the propeller at the tail.

The designer sees as his only serious problem the extension drive shaft and a possible minor cooling problem. Recent advances in extension shaft developments, he believes, could be applied to his design, however. He regards his arrangement as a considerable advantage over a double tail-boom figuration from production and aero-dynamic standpoints.

► **Similar to XB-42**—Probably the closest thing in design to the Mountjoy arrangement, which has yet flown is the much larger Douglas XB-42 Mixmaster, which has contra-rotating propellers mounted behind the tail surfaces. It is understood that a new Lockheed two-place personal plane also has a pusher propeller arrangement mounted behind the tail surfaces.

Stephens Forum to Discuss 'Women in Aviation'

A national conference on "Women in Aviation" will be held at Stephens College, Columbia, Mo., April 22-24 under guidance of a committee of aviation leaders which includes Mrs. Nancy Harkness Love, William T. Piper, Sr., "Casey" Jones, Philip Hopkins, Bruce Uthus, Dr. Ben Wood, and Dr. George Frazier.

The Stephens College aviation department now enrolls about 800 women students yearly in courses which include flight training.

School Buys Planes

Fourteen planes and 40 aircraft engines have been bought from surplus stocks for instructional use by Aero Industries Technical Institute of Los Angeles. The institute currently is instructing war veterans.

New North American Private Plane Flown

North American Aviation's experimental four-place plane, which may be used to plunge the company into the personal aircraft market, was test flown successfully at Los Angeles Airport Jan. 15. At the controls were test pilots Ed Virgil and Bob Chilton.

As experimental as the airplane was its engine, a new 185-hp. Continental making its first official flight.

► **Up Over An Hour**—The trim little plane climbed swiftly, was half-hidden for an hour in an overcast sky, then landed daintily on its tricycle gear.

"Best landing I've ever made," said Chilton. Virgil, chief test pilot of the engineering experimental section, did the takeoff.

► **Decision Due**—It is assumed that test flights will be continued with little fanfare until J. H. Kindelberger, North American president, decides whether the company will make the plunge into market production.

The completed plane, wrapped in cellophane and carrying a dummy engine, was made a "gift" from the company's experimental design department to Kindelberger at Christmas, having been completed Dec. 21 ahead of a schedule. Development began in September.

Carrier Corp. Sets Up Employees Flying Club

A corporation to promote and organize private flying clubs among the employees of the Carrier Corp., nation-wide air-conditioning equipment firm, has been formed in Syracuse, N. Y., and chartered by the State. To be known as the Carrier Employees' Aero Club, Inc., it is believed to be the first group of its kind ever officially organized by an industrial concern.

Its purposes are to organize, equip and operate an aviation club for the pleasure and recreation of its member and either to lease or buy aircraft to be used by club members.

► **Wide Scope**—While principal activities are expected to be in the vicinity of the Carrier company's headquarters at Syracuse, terms of the charter make it possible for clubs to be formed in any other city where Carrier has a branch office. Membership also is open to all members of employees' families over the age of 16.

Briefing *For Private Flying*

Reduction of hull insurance rates on the 1945 model *Ercoupe* because of factors of design and safety in operation, amounting to from 12½ to 25 per cent depending on coverage selected and purpose for which the plane is used, were announced last week by Newhouse & Sayre, Inc., New York, underwriting managers for aviation insurance for the Employers' Group of Boston. The reduction was attributed primarily to the spinproof characteristic of the plane, because CAA records indicate that one third of all crash losses on non-air carrier planes are due to spins or stalls. Other factors were: improved visibility while taxiing, low-wing design and metal construction. The underwriters believe this is the first attempt in the aviation insurance field to set individual rates for any one model lightplane. Reductions apply to all *Ercoupes* whether operated by private owners, dealers or aircraft service operators. The announcement is significant. It exerts a powerful pressure on competing lightplane manufacturers to build all-metal low-wing planes characteristically incapable of spinning. When these safety factors are recognized in dollars and cents in the insurance cost of a plane, competitors' designers can't afford to ignore them much longer.

► **TEST CELLS FOR HANGARS**—Private flyers in the vicinity of Niagara Falls, N. Y., Municipal Airport, are urging the conversion of test cells at the field for private plane storage. The test cell buildings were formerly used by Bell Aircraft Corp., during its fighter plane war production, but are not now being operated.

► **UTAH AIR MARKING**—Plans for installation of approximately 200 air markers in Utah communities as soon as weather permits have been announced by Joseph J. Bergin, state aeronautics director. The signs, following standard CAA recommendations, will be legible from 2,000-ft. altitude.

► **BETTER PLANES, BETTER AIRPORTS**—Two factors will make or break the private flying boom, says William A. M. Burden, assistant secretary of Commerce. They are: safer, easier-to-operate private planes, and drastic improvement in our present airport system. Despite the growth of private flying since VJ-Day, the total number of airports has climbed only a little beyond the 1939 level of 2,117, he points out. No matter how fine a plane is built, it will be of little value without more airports. Burden is urging all possible speed on the national airport program. Delays in Congress will mean that work will not begin until the 1947 construction season, he predicts.

► **IN 10 YEARS**—Larry Bell, president of Bell Aircraft Corp., predicted recently that the helicopter manufacturing industry in 10 years will be larger than the business of making conventional small planes, and that the helicopter will almost entirely displace the personal fixed-wing plane. His company is going into production of 500 of its two-place helicopter, which he reports, will cruise at 90 mph. for 275-300 miles, carrying 460 lbs. in passengers and baggage, using a 160-hp. engine. Top speed is 120 mph. His company is spending \$1,000,000 for tooling for the small helicopter. The company also is developing a larger helicopter which will carry one ton of cargo, and may be used as a cargo plane. While no definite price was set for either aircraft, Bell thinks within two years a price of \$4,000-\$5,000 may be practical for the two-place model.

► **GLIDER CONVERSION**—Among 800 military surplus gliders sold by RFC for \$281,561, best-selling type is the TG-6, a three-place glider developed by Taylorcraft from its standard lightplane. Of 345 gliders remaining last week 156 of them were TG-6s. Tagged at \$350 they may be converted to two-place lightplanes, certificatable by CAA, after frame modifications and installation of an engine, propeller, etc. RFC reports supply of suitable engines, which has been short, is increasing. The gliders are being sold subject to the usual surplus practice of discounts to dealers purchasing in lots of three or more, and a 20 per cent discount to veterans.

—Alexander McSurely

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PRODUCTION

Procurement Legislation Changes Delayed by Complicating Factors

Army now wants wider revision of general field, ground force advocates move to check AAF independence, and unification bill calls for single program.

Early revision of aircraft procurement legislation, delay of which has contributed to the unsettled Army and Navy aircraft procurement picture, now appears unlikely. The matter, once limited to Army and industry concern, now is complicated by several outside factors.

Army, Navy and industry representatives drew up a comprehensive change in the existing Air Corps Act of 1926 which governs procurement, in discussions extending over several months (AVIATION NEWS, Oct. 1). For weeks the recommendations have been awaiting action in the office of the Undersecretary of War. Since originally presented, however, three developments have affected what once appeared to be routine procedure.

Army Plan—The first is that the Army now proposes to ask Congress for an overhaul of general procurement legislation. Principles in this suggested legislation would largely follow policies suggested in the aircraft procurement revision: cost-plus-fixed fee experimental contracts; quantity orders on developmental contracts; wide authority for the War and Navy secretaries in negotiating contracts, etc.

Legislative experts of the Army and AAF are worrying whether the general procurement legislation, or

that pertaining only to aircraft, should be submitted to Congress first. Some top officials believe it would be easier to gain approval for the general bill, and thus assure acceptance of the principles in the aircraft legislation. On the other hand, industry and the AAF are beset by the fear that if the general legislation is moved first, the aircraft proposal may be "forgotten" or regarded as unnecessary.

This is of prime concern inasmuch as the draft now in the undersecretary's office contains what is reported to be the best declaration ever made of a national air policy, and the industry and AAF are anxious to have it sanctioned by Congress, which of course would be the result of passage of the bill.

Independence—The second development centers on changes in War Department officials. When discussions looking toward the amending of the Air Corps Act began, the present secretary, Robert P. Patterson, was Undersecretary. While not an ardent advocate of greater independence for the AAF, Patterson at least was neutral. Since the appointment of Kenneth C. Royall, a World War II non-air officer, as undersecretary, there has been a gradual emergence of ground forces opposition to a free hand for the AAF. The industry fears this may develop

into a trend toward reducing the air forces to their previous subordinate status.

This, however, is scarcely possible in view of the third major development: the almost certain unification of defense forces. While unification would give the air forces independence and a more dominant influence than they have ever before enjoyed in peace, it is pointed out that present Congressional proposals for a single defense establishment call for unified procurement.

Although the industry has no doubt but that air would be represented on, and strongly influence, the over-all procurement bureau envisioned in the unification bill, the fact remains that there would be no separate provisions for aircraft procurement, and no declaration of national air policy ratified by Congress. This problem of so much concern to the industry remains unsettled.

New G. E. Electric System Gears Compass to Gyro

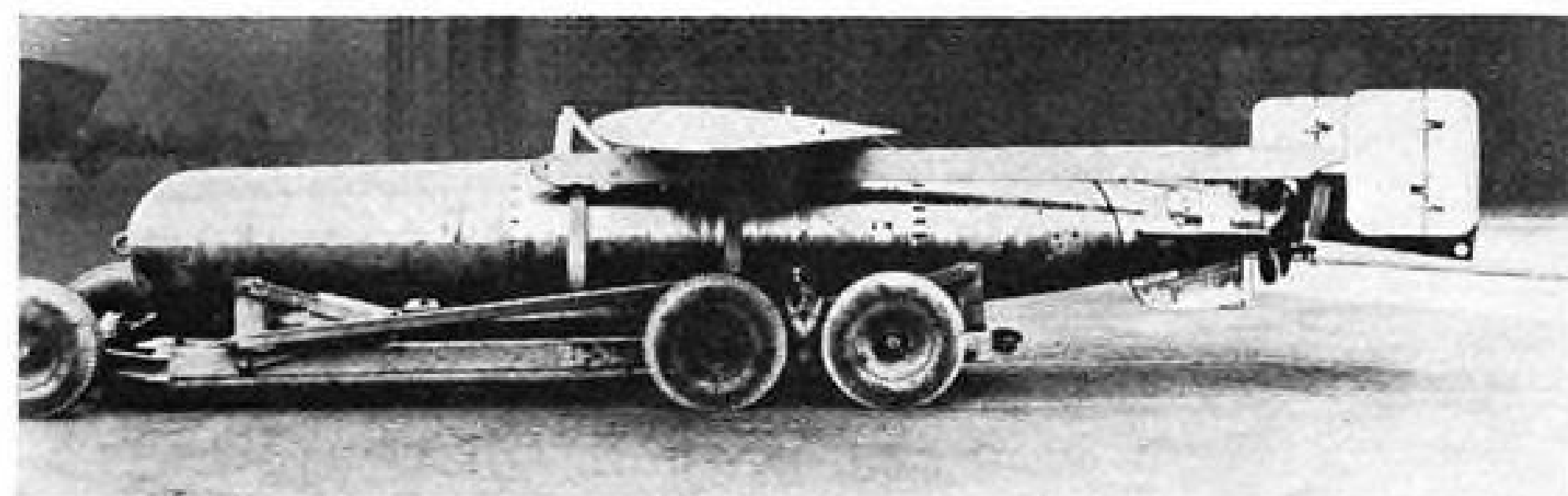
A new combination electrical system of instruments just announced by General Electric is said, for the first time, to give an airplane sustained and pinpoint directional accuracy in flights controlled by autopilots without the necessity of gyroscope corrections being made by pilots or navigators.

G-E engineers said that the advanced system, known as the compass-controlled directional gyroscope, functions perfectly in giving exactly correct and continuous data on directions when the plane is being manned by a pilot.

One of the features of this method of harnessing the compass and gyroscope into a steady computing unit is that errors, which normally would crop out in either of these instruments operating separately, are corrected automatically.

The compasses in this system are remotely located, usually far out on the wings of the plane. There they are not disturbed by the metallic armor and other units in the cockpit of the military plane. They are connected with an electrical transmitter.

Electrical impulses from the compass transmitter then go to the new type of small and light electric-driven gyroscope. Under previous arrangements, these compass impulses went directly to instrument dials in the cockpit or other places in the plane without any connection with the directional gyroscope.



FLYING TORPEDO:

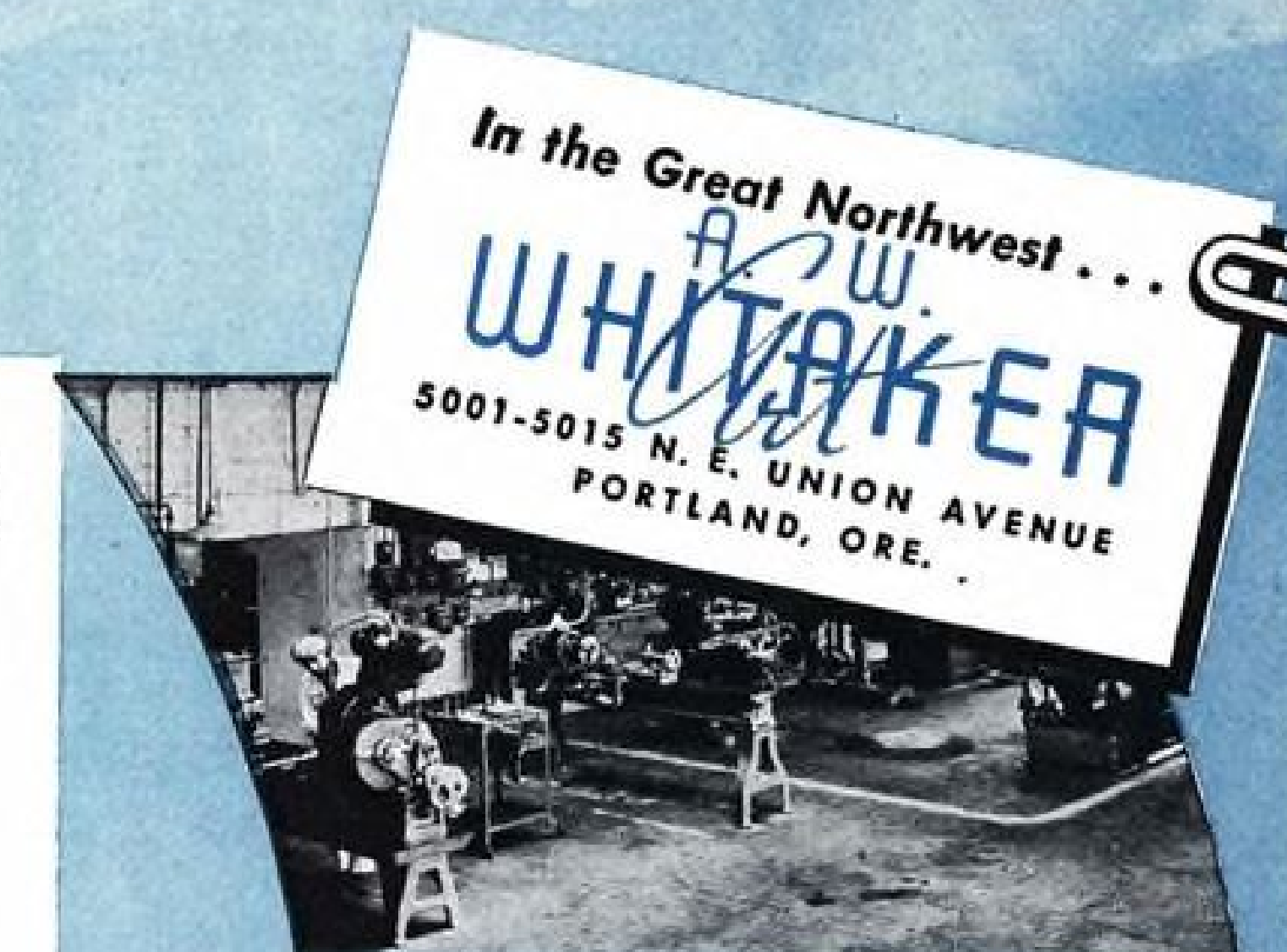
This Army Air Forces photo shows an experimental glide torpedo, achieved by attaching glider wings and tail surfaces to a regular torpedo. AAF did not say whether the missile glided all the way to its target or shed the equipment after gliding down to wave level from the bomber.

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Surplus Plant Sales May Be Revised

SPA proposes coordination; might accept old plants as partial payment on new ones.

Suggesting a departure from present surplus plant disposal procedure, the Surplus Property Administration has proposed that the disposal of plant and equipment be "coordinated," and that in special cases, old plants be accepted as partial payment on new ones.

In a report to Congress on the surplus plant disposal program, SPA reveals that the Army and Navy plan to retain on a standby basis ten airframe and four engine plants, and that four other airframe facilities are being put to other military use. During the war, the Government invested more than \$5,000,000 in each of 61 plants, 39 for airframe, 15 for engine, and seven for propeller manufacture.

► **Handicap**—Tracing the difficulties encountered to date in aircraft plant disposal, and the policies that have consequently evolved—as previously reported in AVIATION NEWS—the SPA report estimates that the industry can utilize perhaps one-third of the airframe facilities, and one-sixth of the engine space now in surplus. While the industry is the largest single market for the plants, it is handicapped in its plans by the uncertainties of military and naval procurement, and the fact it must spend large sums in research.

"The opportunity for multiple

tenancy operation of large airframe plants appears poor," SPA declares, "but is under investigation. The opportunities in engine and parts plants seem better."

► **Preference**—As has been realized for some time, SPA asserted it would not extend the aircraft industry any preference in the acquisition of aircraft plants on the grounds of national defense. Preferential treatment will be accorded in individual cases only when requested by the Army or Navy. "It is expected," the reports say, "that the number of situations in which special treatment is involved will not be great."

While leasing of war-built plants is not generally in favor, SPA will dispose of facilities on that basis when a sale cannot be arranged. General Motors Corp. has leased a plant at Hamilton, Ohio, operated in wartime by the General Machinery Corp. The monthly rental of \$2,793.33 represents an eight percent return on the reproduction value of land and buildings, which is \$317,526, and a 12 percent return on an annual basis of the installed cost of the overhead cranes, which was \$67,649.

Franchise Granted

Southwest Airmotive Co., Love Field, Dallas, Texas, has been granted a distributorship franchise by Pratt & Whitney division of United Aircraft Corp. Southwest will repair, overhaul and service P & W engines, as well as carry a complete line of spare parts.

Army and Navy Officers To Study Mobilization

A group of 90 selected Army and Navy officers are enrolled in the first post-war course in industrial mobilization to analyze and interpret the supply lessons of the war in an effort to discover errors and deficiencies and their causes.

The review, to be carried out by the Army Industrial College, a joint Army-Navy school of post-graduate standard, has the relation to industrial mobilization that the critique bears to major military undertakings and constitutes an open forum for assaying and appraising operations.

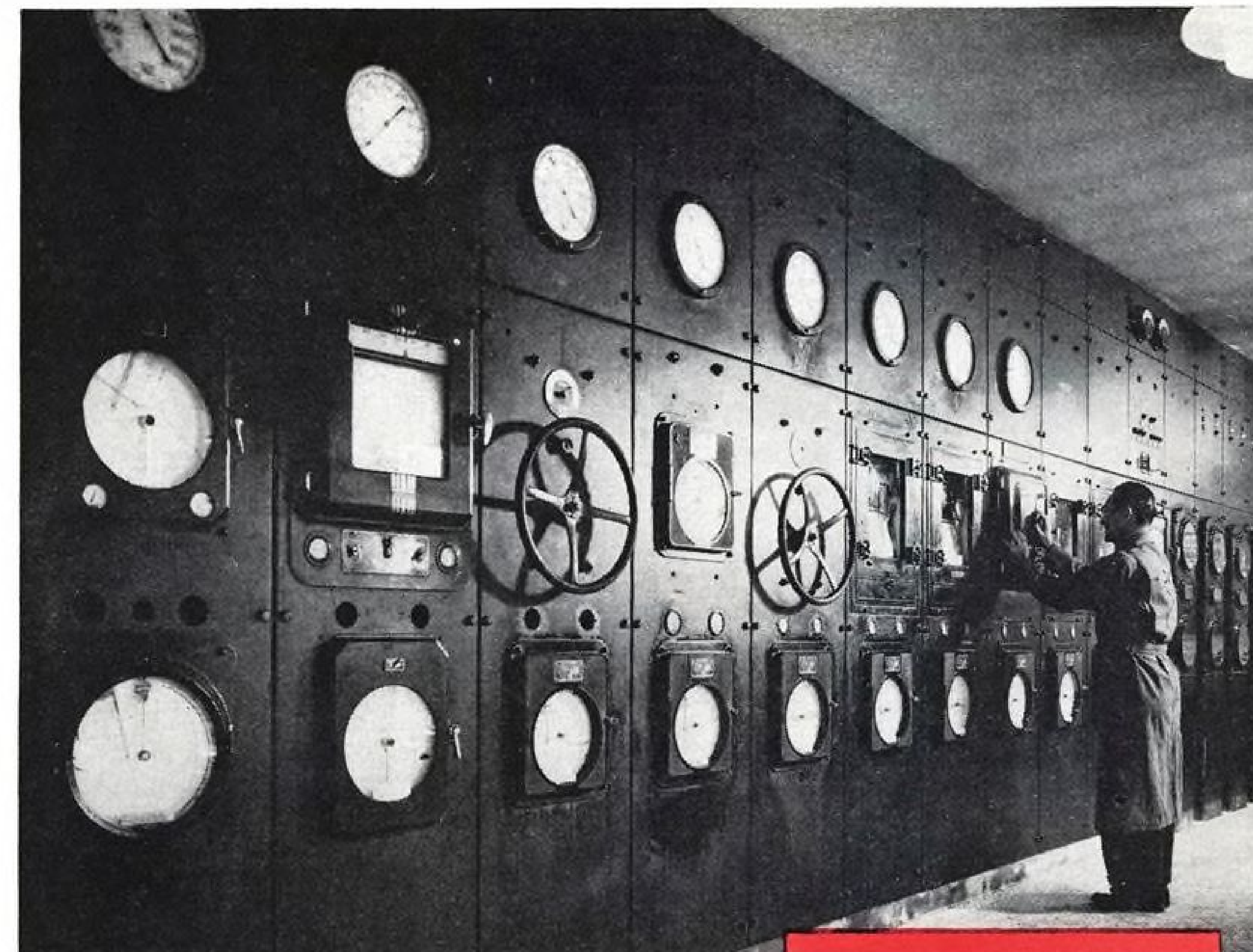
► **Aim**—Factors to be considered by the courses are related to natural resources and raw materials, whether domestically available or obtainable from foreign sources, and also will include studies of industrial facilities and services such as factories, plants and other means of production, transportation, power and communications.

Fairchild's V. Credit Agreement Amended

The Regulation V Credit agreement between Fairchild Engine and Airplane Corp. and the Bankers Trust, Chase National Bank, Bank of the Manhattan Company and Grace National Bank has been further amended to provide for a credit of \$10,000,000 at 2½ percent interest on borrowings until Nov. 15, 1947, although the corporation is not borrowing any funds under this credit at the present time.

The new amendment, effective Dec. 26, 1945, further modifies the credit agreement with the four banks dated Nov. 1, 1944, which originally provided for a credit of \$25,000,000 at 3 percent interest on borrowings until Nov. 15, 1946, and since Aug. 1, 1945, has provided for \$17,500,000 at 2¾ percent interest on borrowings until Nov. 15, 1947.

Webb Wilson, Fairchild treasurer, said the Aug. 1 and Dec. 28 reductions in borrowing limit under the V-loan credit, which aggregated \$15,000,000, as well as an equal reduction in the amount of Fairchild's total indebtedness permitted by the terms of its V-loan agreement, reflect lower anticipated financial requirements and the successful offering last May of 90,000 shares of the corporation's \$2.50 cumulative preferred stock (without par value—convertible prior to May 1, 1955) by a group of 19 underwriters headed by Smith, Barney & Co.



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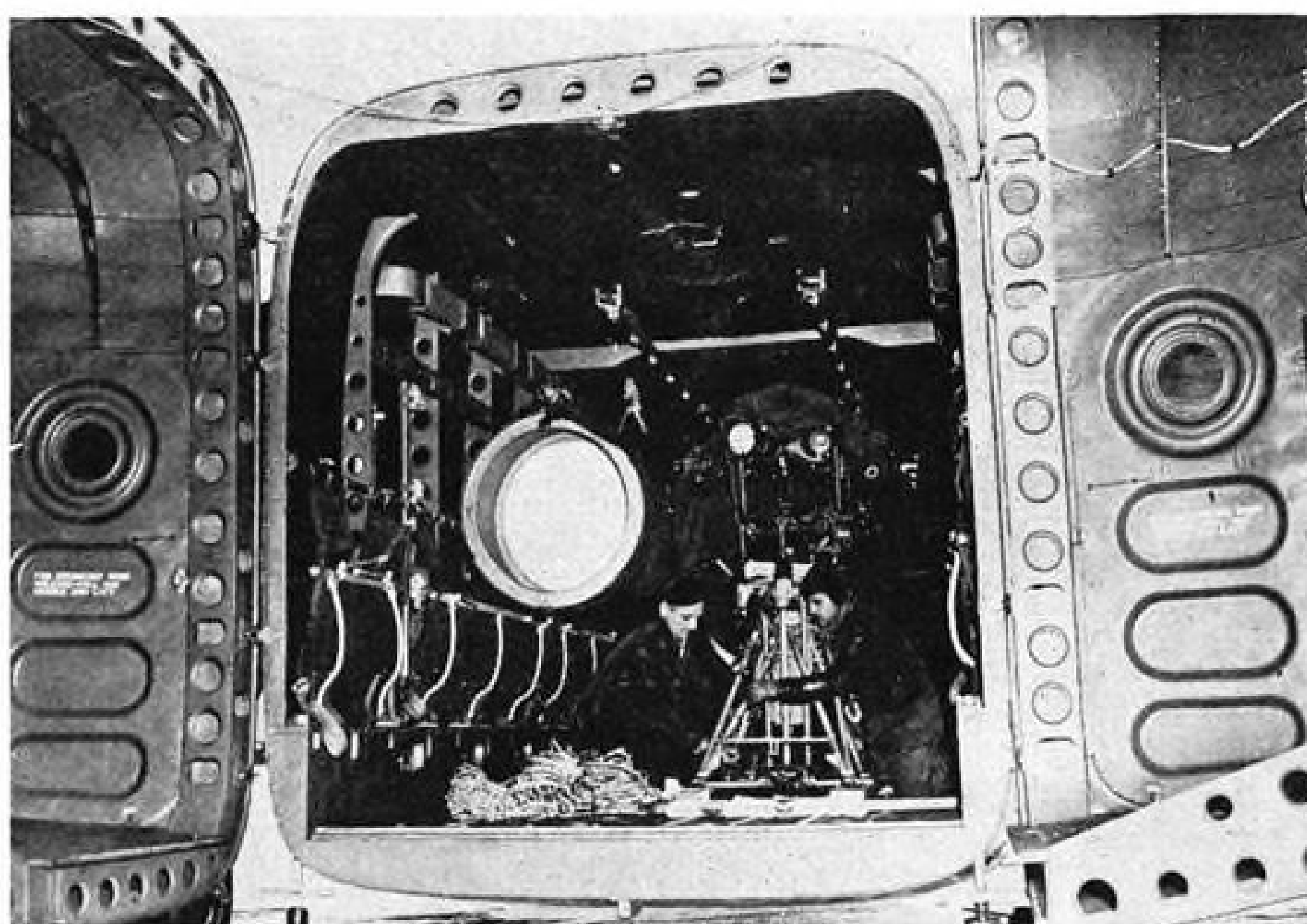


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LOCKHEED AWARD:

Lockheed Aircraft Corp. recently was awarded a Navy "Certificate of Achievement" for its record at the recently-closed Navy-Lockheed Service Center at Van Nuys, Calif. The \$3,500,000 modification base handled contracts valued at \$14,000,000 for modification of seven types of Navy planes. Now "surplus" are two \$500,000 hangars, shop and administration buildings, a cafeteria and barracks. At the award presentation were (left to right) Robert E. Gross, Lockheed president; James E. Boyce, Lockheed operations manager at Van Nuys; Lt. Comdr. E. W. Shaw, Jr., Navy Bureau of Aeronautics; Reagan C. Stunkel, Lockheed general service manager; and, Carl B. Squier, Lockheed vice-president.



BOUND FOR ALASKA:

United Aircraft technicians finish tying down a completely disassembled Sikorsky R-5 helicopter in the cargo hold of a Fairchild Packet at the Bridgeport, Conn., airport. Later the big plane took off for Alaska where the helicopter is scheduled to undergo cold-weather tests.

RFC Faces Mandate To Scrap Much Goods

With the sale of surplus aircraft engines and components lagging behind other surplus items, and disposal machinery still not perfected, the Reconstruction Finance Corp. is faced with a stronger mandate than ever before to scrap "commercially unsaleable" property.

The revised Surplus Aircraft Disposal Regulation 4 prescribes that when RFC finds an item cannot be sold within a reasonable time at prices equal to or greater than minimum prices, it shall scrap such item and like supplies when they are declared surplus.

► **Sales to Date**—While it is estimated that RFC may eventually receive some \$3,000,000,000 worth of engines and components—about \$450,000,000 of which could be expected to be readily saleable—RFC had sold materials originally costing only \$8,300,329 as of the first of the year. Sales totaled \$3,621,708. The 47 RFC agents for the sale of engines and components accounted for \$473,683 of this.

The ratio of sales price to original cost, however, is one reason RFC is proceeding cautiously on this aspect of its disposal job. While engines and components have sold for roughly 43 percent of original cost, aircraft, for example, have been

disposed of at about 15 percent of cost.

► **Progress**—Progress in setting up the agency agreement system has been slower than some observers expected. At the end of October, RFC had signed contracts with 32 agents. They have added 15 since, but of the 47, 16 are under cost-plus-fixed-fee agreements which shortly will be cancelled. The contractors will have the option of substituting the newer fixed-fee agreement.

Meanwhile, RFC has reported progress on its program of encouraging industry to seek non-aviation uses for the thousands of surplus engines for which no aviation market is discernible. The Texas Industrial Co., Houston, has converted a radial diesel engine into a powerplant capable of lighting a town of 3,000 people. The Evans Products Co., Detroit, also is developing generating units of 100, 200 and 300 kilowatt capacity from standard aircraft engines. And the Louisiana Materials Co., New Orleans, is installing two Allison liquid-cooled engines in a 53-foot launch. It is expected that the boat will have a speed of 45 knots.

► **Report Due**—However, RFC has yet to receive a report from Ford, Bacon & Davis, New York industrial engineers, who have been studying possible non-aviation uses for aircraft engines. RFC is also having

difficulties in arriving at its own evaluation of the market for engines. In October it closed bids on a test sale of 19,000 surplus aircraft engines of varying sizes, but as of last week it had not been able to coordinate the offers into a summary that indicated specific trends.

Six New Field Offices Established by FLC

Foreign Liquidation Commissioner Thomas C. McCabe has announced the opening of six new field offices to dispose of overseas war surplus in widely-scattered parts of the world. The new offices are: Rio de Janeiro, Brazil, covering Argentina, Bolivia, Brazil, Chile, Paraguay, and Uruguay; Quarry Heights, Canal Zone, covering the Caribbean Defense Command and Mexico; Ottawa, Canada, sub-office for the North Atlantic area of Canada, Newfoundland, Labrador, Greenland, Iceland, Bermuda and the Bahamas, will have headquarters in Washington; Melbourne, Australia for Australia and the South Pacific areas; Shanghai, China, with branch office in Chungking; Guam, for Marianas and Marshall-Gilbert area.

The China, Melbourne and Guam offices are branch offices of the central field headquarters in Manila.

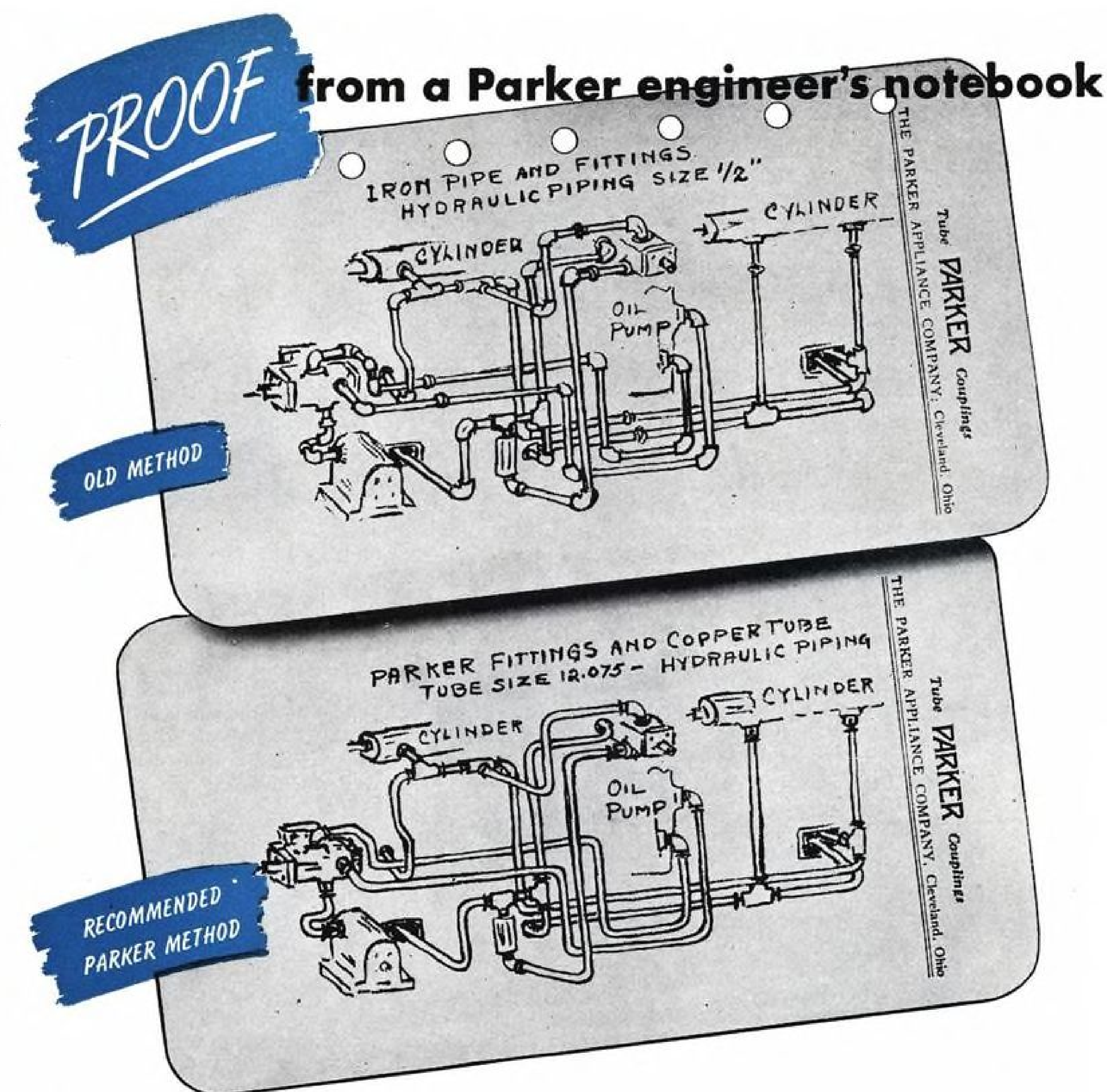
Deutsch Co. to Build Aluminum Furniture

The Deutsch Co., one of the three largest manufacturers of hydraulic fittings and aircraft valves, has formed a new manufacturing concern, Deeco, Inc., to produce aluminum outdoor furniture. The new organization, which is headed by Alex Deutsch, has purchased the Burbank, Calif., plant of the Aeron Corp. for \$500,000 and expects to spend \$500,000 more for tooling.

Deeco, Inc. also owns the Aero Tool Co., organized in 1940, which is reported to have been the largest wartime producer of aircraft rivet tools. This company still is in production on tools for reconversion.

Minneapolis-Honeywell Expands Sales Set-up

Minneapolis-Honeywell Regulator Co. is opening sales offices for its automatic aircraft controls on the East and West coasts. Richard Brown will be Aero Division sales engineer in New York, while Carl A. Anderson will have a similar position in Los Angeles.



Advantages of Parker Recommendation

- Streamlined flow, free from obstructions. No sharp turns and pockets to cause turbulence. Less pressure drop; capacity and pressure requirements reduced.
- Fewer joints and connections—to reduce leakage, even under high pressure, vibration, shock, fluid hammer, surge or accidental abuse.

- Compact, spacesaving, neat and simplified installation, especially in tight places—yet all parts are accessible for quick, easy installation and service.

We've engineered Fluid Power installations for many people—to bring them these advantages, under a wide range of exacting conditions. May we do the same for you? Let's talk it over.

THE PARKER APPLIANCE CO.
CLEVELAND • LOS ANGELES

FLUID POWER PRODUCTS FOR ALL INDUSTRY

PERSONNEL

Maj. Gen. Elmer Adler Goes to Aerovias Braniff

Maj. Gen. Elmer E. Adler (photo) has retired from active duty to accept the position of vice-president and general manager of Aerovias Braniff, Mexican associate airline of Braniff Airways, Inc.



New officers of the line are: president, T. E. Braniff; vice-president and general counsel, Antonio Correa; vice-president-traffic, Douglas Stockdale; treasurer, Alberto Sanchez Llorente; and secretary, W. L. Clayton.

When the AAF Air Service and Materiel Commands were merged, Gen. Adler was deputy commanding general, plants, Air Technical Service Command at Wright Field under Lt. Gen. William Knudsen. He has served in the Army for 37 years.

Former TWA V. P., Joins Atlantic Airlines

Vincent P. Conroy (photo), formerly vice-president-traffic for Transcontinental & Western Air, Inc., has become associated with Atlantic Airlines, Inc., as general traffic manager. Conroy, who is well known in the air transport industry, was with TWA for many years and prior to that was affiliated with Eastern Airlines.



New officers of Atlantic are: S. J. Solomon, president and treasurer; Benjamin E. Cole, vice-president; and Ruth E. H. Basuis, secretary. Directors are: Joseph A. W. Iglehart, Raymond D. McGrath; Harry B. Jordan; Joseph Bernhard; Benjamin Cole; and Samuel J. Solomon.

Lt. Col. Aubrey O. Cookman, who served as chief of the liaison branch, AAF Office of Information Services at headquarters in Washington, has been appointed aviation editor of Popular Mechanics magazine. Before entering the service Cookman was with the Chicago Daily News.

C. E. Elliott, formerly director of materials and supplies for aircraft production in the Canadian Department

of Munitions and Supplies, has been appointed supply manager of the government's War Assets Corp. He will have headquarters at Ottawa. He joined the Munitions and Supplies Department in 1940, and in 1944 was appointed assistant to the general manager of the government's Federal Aircraft Ltd.

Richard A. Ashby has been named western regional superintendent of Station service for United Air Lines at San Francisco.

Hayes Dever (left), secretary of Pennsylvania-Central Airlines, has been made executive assistant to the president while retaining his post as secretary. Dever has been with PCA for 10 years and is well known in the airline field. Thomas T. Hinman (right), former Buffalo Regional



Traffic manager for PCA, now becomes assistant to the executive vice-president of PCA and James E. Rehkopf, Washington district traffic manager, replaces him in Buffalo. Hinman joined PCA in April, 1944, after returning from Europe where he was representative for Lockheed Aircraft.

J. R. Ferguson, who has been chief production engineer of Packard's aircraft engine production, has been named director of automotive engineering of the Packard Motor Car Co.

George E. Bevins (photo) has joined Atlantic Aviation Corp., distributors of Beechcraft airplanes and Bendix aircraft radios, as supervisor of flight operations.



He was recently flight research engineer with Bendix Radio, division of Bendix Aviation Corp., where he helped in the development of the Ground Control Approach system. Bevins was also flight operations supervisor for Sperry Gyroscope Co., and a link trainer instructor for Eastern Airlines.

Two of the deans of commercial air transportation recently received 20-year pins from United Air Lines. Curtis Barkes (left), comptroller of United, and E. P. Lott (right), director of the company's design, buildings and airports department, both began their commercial air transport careers with National Air Transport, a predecessor company of United. In addition Fred A. Evanson and Lowell



Haas have returned to posts with the United sales force. George Fuller, trade association representative for United, has been transferred from Washington to Chicago. Robert E. Johnson has returned to headquarters as publicity and advertising director and James N. Rauert has returned as assistant to the vice-president in charge of administration.

Lieut. Comdr. Julius Kendall, formerly head of the airframe accessory section of the Navy Department's Bureau of Aeronautics, has been appointed assistant to the chief engineer in charge of sales, service, and advertising by Greer Hydraulics, Inc., Brooklyn, manufacturers of aircraft testing machines and maintenance equipment.

Capt. Thomas B. Doe (photo), vice-president of the Sperry Corp. and its subsidiaries, has been elected president of the corporation, succeeding Thomas A. Morgan, who becomes chairman of the board and remains chief executive officer.



The new president has served as vice-president and a director since 1934, and was president of Eastern Air Lines from 1929 to 1934.

Morgan has volunteered to serve as chairman of the aviation division of the \$4,000,000 Memorial Cancer Center Fund. His first task is to organize committees within the aviation industry for solicitation.

Lt. Col. Charles A. Sanford has been named head of the new aviation department of the North America Companies, insurance organization. Col. Sanford has been associated with aviation insurance since the early days of commercial flying. He was with Aetna Fire.

SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

Maryland Franchise Transfer Sought

Bus line asks permission to assign rights to Chesapeake Airways, projected Eastern Shore service.

Maryland's complex intrastate airline situation was enlivened last week when Red Star Motor Coaches, Inc., filed application with the State Public Service Commission for permission to assign its intrastate air service franchise to Chesapeake Airways, Inc.

Red Star was one of three operators which were approved by the state late last fall for intrastate air carrier services.

► **Stock Issued** — Chesapeake Airways, successor to Chesapeake Airline, Inc., has issued \$175,000 in stock, all of which has been subscribed by residents of the Eastern Shore territory to be served by the proposed airline. Officers and directors of the bus line, it is said, own less than 25 per cent of the subscribed stock.

Red Star, which obtained PSC approval Oct. 5 to supplement its bus routes with flights from Baltimore to Easton, Ocean City and Salisbury, said in its new petition that subsequent investigation and analysis had convinced management that "it is more compatible and consistent with public interest and with the publicly declared policies of the duly constituted Federal authorities that the service heretofore sought to be rendered by Red Star should be rendered by a corporation not directly or indirectly owned by Red Star, but by an independent corporation."

► **C-47 Purchased** — This reference was to The Civil Aeronautics Board, before which Chesapeake Airways has pending an application for permission to serve Eastern Shore points and Rehoboth Beach, from Washington and Baltimore. CAB has frowned on control of airlines by surface carriers.

A Chesapeake spokesman said the company already had purchased one surplus C-47, which should be flying in 60 to 90 days. A second ship is sought. Conversion of both may be done by Glenn L. Martin Co.

► **Joint Schedules Planned** — While

Trucker Asks Franchise

An operator of 10 motor trucks has petitioned the Pennsylvania Utility Commission for permission to operate 2-place *Ercoupes* on a regular passenger and express service in three coal mine counties.

Dennis J. Loughman, who helped keep trucks moving on the Burma Road during the war, would offer air service in Green, Allegheny, and Fayette Counties. For 17 years he has based his trucking company at Waynesburg.

Red Star disavows that it controls Chesapeake, it sets forth in its PSC application that it has agreed to coordinate its motor bus schedules with those of the airline. Buses will connect with the planes at all points except Baltimore.

Company says it expects to fly 5,000,000 passenger miles annually, or more than 16,000 passengers. It estimates it will employ 62 persons and have a payroll of \$150,000 for the first year of operations. Red Star ticket offices will be used where feasible.

Officers of the company, all of them prominent Eastern Shore section residents, include Fred P. Adkins, Salisbury, president, and Charles D. Briddell, Crisfield, first vice-president.



NORTHWOODS MAINTENANCE:

A Noorduyn Norseman of the Canadian Pacific Air Lines fleet which serves remote mining camps in the bush country gets a rough-and-ready servicing at Yellowknife, gold center on Great Slave Lake.

Lodwick to Set Up Conversion Plant

Albert I. Lodwick, who has been mentioned as a candidate for appointment as Assistant Secretary of War for Air, has announced formation of Lodwick Aircraft Industries, Inc., at Lakeland, Fla. The company will specialize in conversion of Army surplus transport aircraft for commercial services.

The first project, a Douglas C-47, has been completed for the use of another aviation industry pioneer, W. D. Pawley, who now is ambassador to Peru. Pawley has been in Washington and Miami recently, and will use the plane in his travels throughout South America. For a time, Lodwick's company planned to convert a large number of Beech Army transports, but up to this time comparatively few of this popular type have been released.

Lodwick formerly headed a large Army-contract aviation school at Lakeland, and earlier was a vice-president of Aviation Corp. He is on the executive staff of Howard Hughes.

Three Lines Suspend Service for Winter

Michigan Central Airlines, (AVIATION NEWS Jan. 7) has discontinued operations for the winter, mainly because of weather and airport conditions.

Several other similar services have closed down after varying periods of trial operations to obtain cost and revenue data including

Ozark Air Lines, in Missouri, and Maryland Airlines, connecting Washington, D. C., and Easton, Md., with Rehoboth Beach, Del.

► **Records Watched**—Unwillingness to endanger operating and safety records, in belief that accidents might influence unfavorably the companies' requests for CAB operating certificates, is an important factor.

The Page Airways crash in Washington last year is considered an example for all other small carriers who seek regional routes. Every effort is being made by most of these companies to maintain a good record—even to stopping operations—until after hearings have been held or the examiners' reports have been issued, even though most such operators concede that business is available for year-round services.

Ohio 'One Man Airline' Takes New Firm Name

Erie Isle Airways Co., the "one man airline" operated by Milton Hersberger, now is doing business under the name of Air Tours, Inc., but operations and rates are unchanged. Headquarters of the company remains at Put-in-Bay, Ohio, according to Hersberger, whose company has been described in such magazines as *Air Transport*, *Coronet*, *Collier's*, *Business Week* and in various newspapers.

"We carry everything necessary to the economic life of the people on the Lake Erie Islands, which are north of Sandusky," Hersberger reports. His equipment includes two Ford tri-motors, and several single-engine planes.

Baltimore-Miami Service Starts

A Columbia Air Lines Boeing 247D has completed its first round-trip between Baltimore, Md., and Miami, Fla. Two round-trips weekly are proposed, eventually to be increased to three with a second Boeing.

C. L. Bonifay, president of the airline which is based at Baltimore Municipal Airport, said the first southbound flight was chartered by a group of Baltimore citizens. Two staff writers of *AVIATION NEWS* made the first northbound flight. Stops are made at Raleigh and Jacksonville. Arrangements have not yet been made to land at Washington's National Airport.

► **Demand is Heavy**—One way fare

Illinois Produce Dealer Starts Florida Flights

First of what may become a weekly or bi-weekly flight of perishable foodstuffs from the Tampa, Fla., area to northern markets, a converted C-47 took off from Peter O. Knight Airport at Tampa, Jan. 10 loaded with 6,500 lbs. of strawberries and tomatoes from Plant City, headed for Moline, Ill.

Jack Zimel, Moline produce distributor, accompanied the plane on the initial trip to Florida. At Tampa, he was quoted as saying that he hopes to have two C-47's operating between his home city and Tampa by the first of next month.

► **Produce Pre-Cooled**—Perishable products are pre-cooled before they are loaded in the plane and by flying at an altitude of 10,000 ft. during the winter months the temperature of the upper air keeps the foodstuffs fresh. Zimel said he would probably bring poultry, eggs and meats on return trips to Florida.

Los Angeles-Sacramento Line Plans Expansion

Pacific Air Line, Inc., which enjoyed a thriving passenger business on the West Coast before airline priorities were discontinued, will resume regular schedules shortly between Los Angeles and Sacramento, Lester R. Daniels, vice-president, has announced.

Two daily round-trips are planned with converted C-47's, with additional points to be served by an augmented fleet. Limousine service will be provided between city

is about 50 percent above airline rates, but the travel jam in Miami is so severe that aviation observers said there is no reason why the 10-passenger airliners should not be booked to capacity on northbound trips. Few Miamians knew about the departure of the first flight to Baltimore, as the company did not advertise and hotel transportation desks were not informed of the impending departure.

Pilot and co-pilot on the first round trip were Navy transport flyers on terminal leave. The Boeings were used by Canadian airlines during the war. Earlier, they had belonged to PCA and UAL.

airports and downtown points.

► **Will Use NATS Personnel**—Daniels, a former NATS pilot, said the company's flying personnel will be ex-NATS personnel. Even the hostesses will be selected from former WAVES who acted in the same capacity in the service.

37 Acres at Idlewild Leased By Cargair, Inc.

Cargair, Inc., of Los Angeles, has leased 37 acres at Idlewild Airport and soon will begin construction of a \$200,000 terminal. The company recently obtained a franchise at Fresno Airport, Calif.

High speed cargo loading and unloading devices are under development by this company and its extension of airport cargo sites at strategic locations may be expected.

Canadian Pacific Files New Route Application

Canadian Pacific Air Lines, Ltd., Montreal, in its first application for a route since the formation of the Canadian Air Transport Board, has asked for a non-scheduled charter commercial service out of Roberval, Que., to serve principal points on its scheduled licensed routes in the area and any other points as demands for service warrant. CPA has operated a service out of Roberval, mainly for prospectors and lumbermen, for several years.

Florida Fresh Air Express Organized at Lakeland

Florida Fresh Air Express has been organized by a group of Lakeland, Fla., business men to fly produce and other perishables to northern markets.

With J. C. Rogers, Lakeland attorney, as spokesman, the company announced that it is backed by a group of prominent citizens. An initial fleet of six C-47s will be used. It is hoped to start service within 30 days. The city now is negotiating with the AAF for return of the large Lakeland Airport. Lodwick Aviation Industries, Inc., will convert the surplus Army aircraft.

► **Cargoes Ample**—According to Rogers, surveys already have assured ample cargoes of strawberries, fresh fruits, tomatoes, vegetables, flowers and seafood for non-stop flights to New York, Buffalo, Cleveland, or Detroit. Cargoes for return trip are being sought. Company personnel is being drawn largely from ex-service men.



Found in a heap of pine stumps . . . a way to make tires better

SOME sort of soap is used in making all types of synthetic rubber for tires. At first, it was soap derived from animal fats. But out of pine stumps, like those in the picture, came the answer to making better tire synthetic rubber.

That answer is to use soap made from the *rosin* in pine stumps. B. F. Goodrich developed a new synthetic—GRS-10—with this important difference: Tires were made from the new rubber, and tests proved them so far superior that the development be-

came an important military secret.

Tires made from the new rubber give more wear than tires made from ordinary synthetic. They run cooler. The rubber is more flexible, which is important in controlling cracking under heavy loads. Tires keep their strength. Tire life is increased.

Now all the synthetic rubber used in B. F. Goodrich airplane tires is the new GRS-10. That is typical of the B. F. Goodrich policy to make their Airplane Silvertowns always the finest, safest airplane tires on the market.

That policy has caused B. F. Goodrich low-pressure Silvertowns to be the favorite of airline and private pilots for years. *The B. F. Goodrich Company, Aeronautical Division, Akron, Ohio.*



FINANCIAL

Colonial Airlines Stock Shows Most Sensational Rise of 1945

Common rises 369.9 percent from 1944 close of 9¼, a surprising performance in view of earnings record and prospects; Eastern common up 189.2 percent.

A number of selective airline stocks were among the most sensational market performers of 1945. An exclusive AVIATION NEWS survey of active air transport shares reveals gains ranging from 44.4 to 369.9 percent. The accompanying table highlights the selective pattern of the gains achieved by the individual carriers.

The most spectacular performance was by the common stock of Colonial Airlines. Rising from the 1944 close of 9¼, a series of spurts during the last few months of 1945, sent the shares up some 34 points for a net gain of 369.9 percent at the year-end.

► **Astounding** — This market performance has astounded many observers as the earnings record or future prospects of the line hardly justify such rampant optimism. The company experienced deficit operations in all years excepting 1941 to 1943 inclusive and 1945. Were it not for the gains realized from the sale of equipment in 1941 and 1942, those years, too, would have been profitless. In 1943, a bare 6 cents per share was earned. Earnings for 1945 are estimated around 40 cents per share. Colonial is one of the highest cost operators in the industry. The new routes awarded

the carrier, but not yet in operation, should augment the company's revenues.

A logical explanation for the sharp rise may lie in the thin markets caused by the limited supply of stock. A total of 274,200 shares are presently outstanding and traded on the New York Curb Exchange. Of this total, President Sigmund Janas and his family own about 29,000 shares or better than 10 percent. In addition, other blocks of stock are closely held and aggregate anywhere from 15 to 30 percent of the issued shares. Thus, the amount of "floating" stock available for public purchase is extremely limited. In periods of rising markets, it takes very little buying to push such a stock up in price.

► **Financing**—Colonial has recently announced plans for additional financing. The company proposes to issue rights to present stockholders to purchase one new share at \$20 for each three shares presently held. No investment banking underwriting is contemplated. All unsubscribed shares will be purchased by the directors.

It is obvious that with the stock selling at current levels, the "rights" will have tangible value and there should be little difficulty

in the sale of the new stock.

► **Eastern**—The 189.2 percent appreciation shown by the common stock of Eastern Air Lines during 1945 richly rewarded the carrier's backers. This company always has an excellent earnings record and the lowest operating costs among the airlines.

The floating supply of Eastern is also limited; about 600,000 shares are outstanding.

► **TWA**—TWA recorded a gain of better than 142 percent for 1945. The newly certificated international routes have attracted considerable attention to the company. Wide fluctuations in TWA's stock may be expected in view of the leverage now present in its capitalization by virtue of the \$30,000,000 insurance loan the company acquired late last year. With about 45 percent of the stock held by the Hughes Tool Co., the floating supply of the approximately 976,000 shares issued, is very limited for concerted public buying.

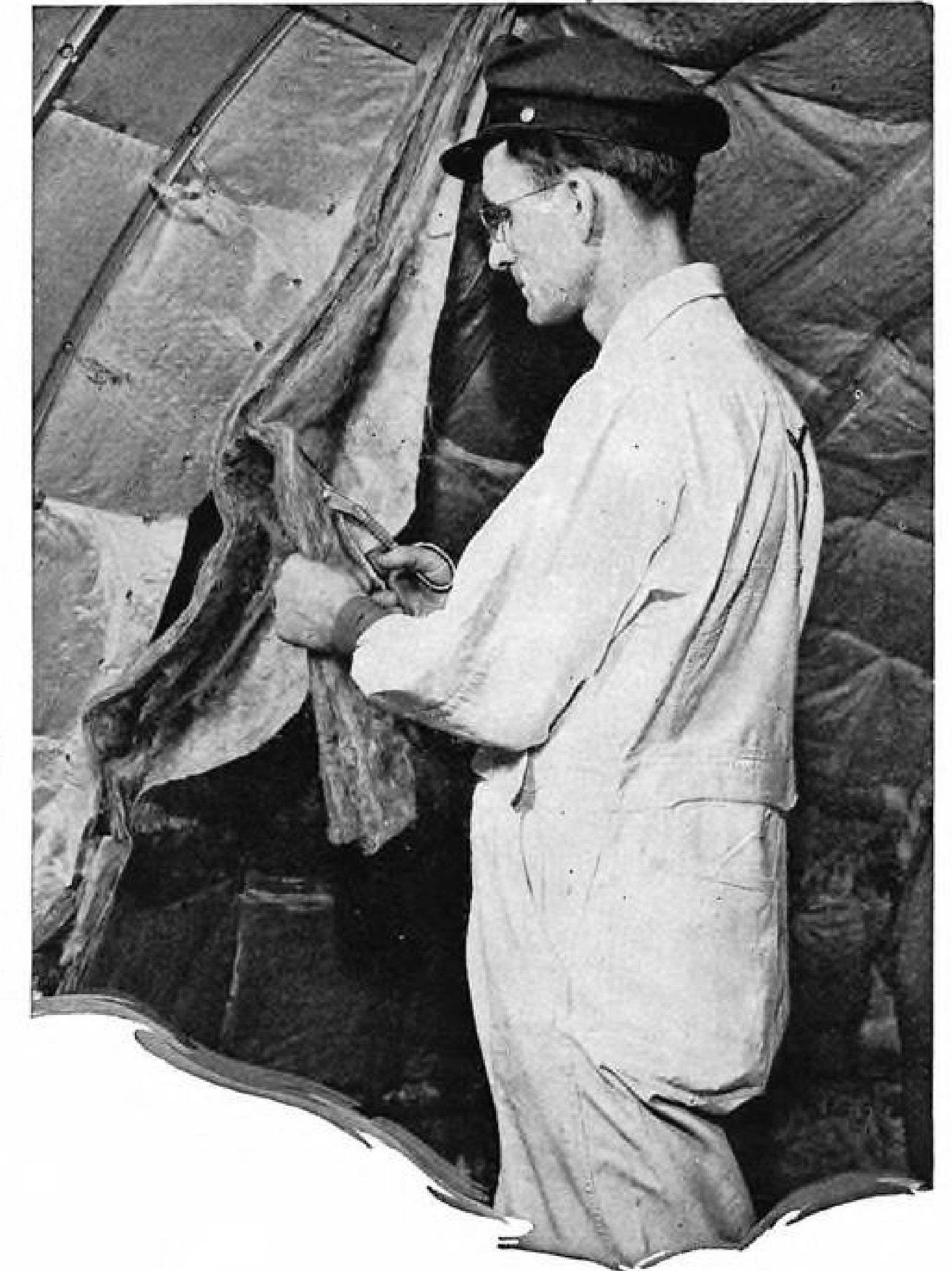
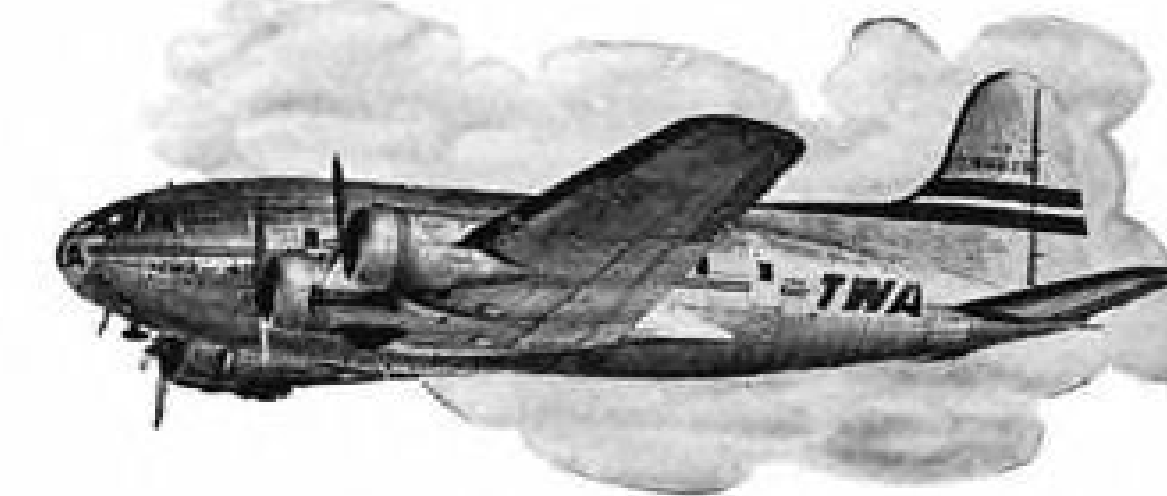
The common stock of Western Air Lines almost doubled in price during 1945. This carrier has come into its own largely as a result of astute management and is making a strong bid among the nation's airlines.

► **Pan American**—About the poorest showing among the airlines was made by Pan American Airways. This stock gained but 37.8 percent during last year. There are almost 4,000,000 shares currently outstanding. In addition, more than 2,000,000 warrants are outstanding entitling the holders to purchase an equal number of shares at \$18 per share on or before December 31, 1947. Probably this large floating supply of stock has been a factor in confining the market gains of the carrier. A greater influence, however, may more logically be found in the intense competitive position Pan American currently finds itself in the international field, once its exclusive province.

Both United equities, the common and preferred, proved to be the airline market laggards of 1945. While the company has demonstrated real earning power in recent years, the conservative quality of the management has shied away from flamboyant claims for the future.

As with the aircrafts, the individual airline stocks will continue to show a high degree of selectivity in their individual market patterns. The star performers of 1946 may not necessarily be the same as in 1945.

Photos courtesy Transcontinental & Western Air, Inc.



"Penny-wise" FIBERGLAS* insulation assures

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Costly weight was saved—profitable pay loads were increased and passenger comfort was assured, by TWA—when Fiberglas Insulation was installed in the Stratoliners.

Thoroughly tested and proved, Fiberglas is installed wherever insulation is called for in all of America's bombers, cargo and fighter planes. Fiberglas Aircraft Insulation is made of fine fibers of glass, fabricated into flexible blanket form, 10 sq. ft., ½ in. thick, weighing as

little as 4 ounces. It has exceptionally low moisture pickup, even under conditions of extreme humidity, and provides an optimum of thermal insulating efficiency and sound reduction. Easy to handle and install, it maintains its form and shape even under extreme vibration.

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1945 Market Changes Listed Airline Securities

Company	1945 Market Range	1944 Close	Net Change	Percent Increase
	High Low Last			
American	94½ 42½ 83	44½	38½	86.5
Braniff	37½ 17½ 33½	19½	13½	69.9
Colonial	45 8 42½	9½	33½	369.9
Eastern	134 39½ 117½	40½	76½	189.2
National	41½ 16½ 34½	19	15½	80.3
Northeast	25½ 11½ 20½	14½	6½	46.9
Northwest	63½ 26½ 54½	31½	23	73.0
Pan American	29 16½ 25½	18½	6½	37.8
PCA	49½ 21½ 43½	23½	20	85.1
TWA	79 26 69	28½	40½	142.1
United-Common	62½ 31½ 51½	34½	17	48.9
United-Pfd.	200½ 118 174	120½	53½	44.4
Western	40½ 17½ 34½	17½	17	95.7

Note: Giving effect to two-for-one split in Feb. 1945.

TRANSPORT

ATA Urges Truckers Organization To Join Fight Against Integration

Ramspeck warns that concentration of ownership would result in dangerous "super monopolies" and break down competition between various types of carriers.

By MERLIN MICKEL

The Air Transport Association called on the American Trucking Associations last week to join it in its battle against "integrationists."

Robert Ramspeck, executive vice-president of the air group, told the truckers at their annual convention at Cincinnati that concentration of ownership of any and all types of carriers in the hands of a few over-all transportation companies, as advocated in some quarters, would create "super monopolies."

Warns of Purpose—The purpose, he said, is to break down competition between various types of carriers—air, bus, truck, rail, pipe and water, as well as that between units in each type.

Terming the problem "a common one that must be solved in a united way," Ramspeck referred to a speech made by President Truman when Truman was U. S. Senator, condemning "integration of ownership" in national transportation

policy and advocating instead integration of services without sacrifice of benefits of completion.

Asks Action—"I am hopeful that all of us here," he asserted, "and all others who are opposed to super-monopolies in the field of transportation and favor competition with coordination, will marshal their own and other forces for a definite and final solution of the issues along which our President has advocated."

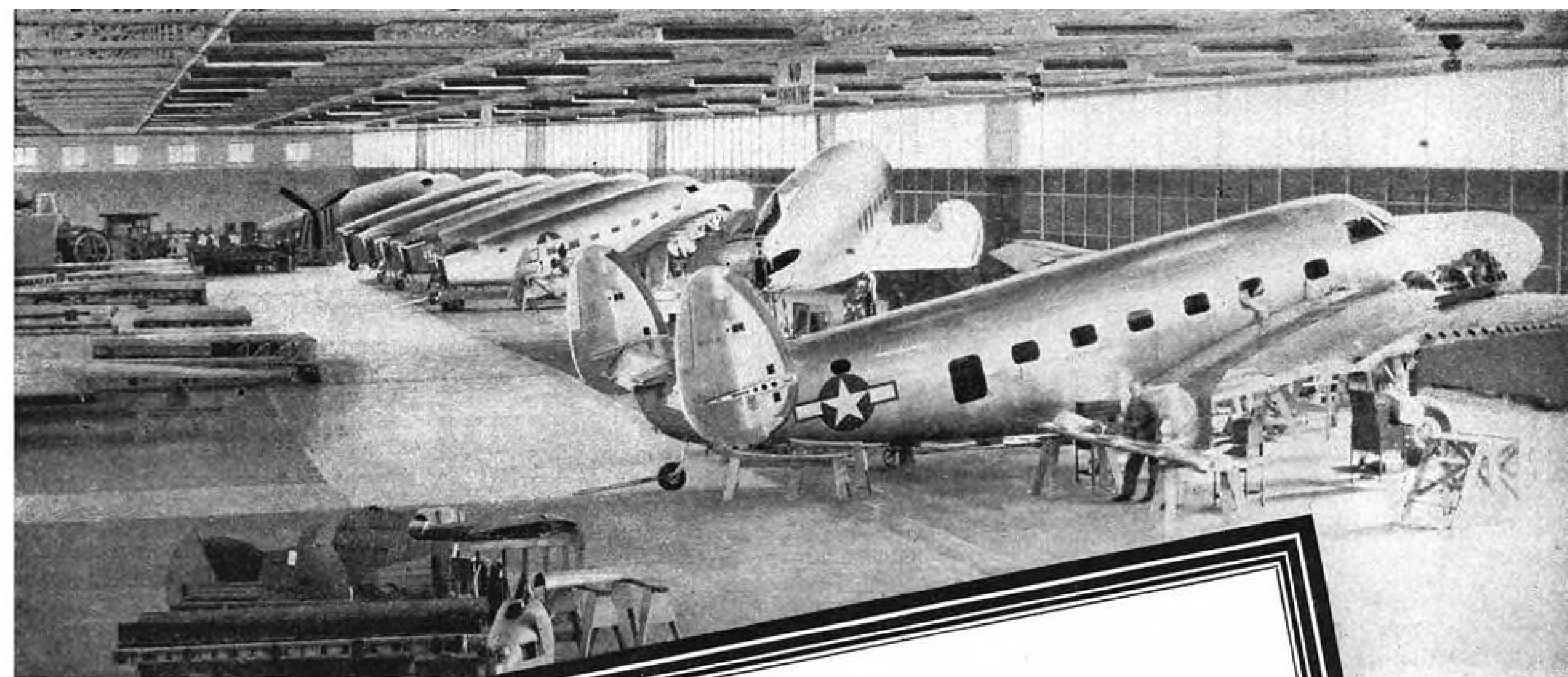
The former Congressman expressed the hope that Congress will place under exclusive federal jurisdiction common carriers by aircraft in interstate and foreign commerce. He decried the demand by some that CAB and the Civil Aeronautics Administration be abolished and their duties transferred to the Interstate Commerce Commission. He warned against multiple taxation as improper and unfair and a danger to future air transportation.



ATA'S NEW PRESIDENT:

Air Transport Association's three top executive posts were filled last week when Emory S. Land (above) took office as president. Land went to work at ATA Wednesday, day after his resignation as Maritime Commission chairman and Administrator of the War Shipping Administration became effective. Earlier in the week Milton W. Arnold took over as vice-president in charge of operations and engineering. Robert Ramspeck became executive vice-president of the organization Jan. 1.

Forecast—Previously, in a talk before the Advertising Club of Washington, the ATA executive said that if U. S. airlines fulfill their equipment expectation by the end of this year or early 1947, they will have at least 1,239 planes with a capacity of 49,757 passengers and 10,000,000 passenger miles a year. This would be three times the pre-war



Specializing in RECONVERSION and OVERHAUL on all types of AIRPLANES and ENGINES

Grand Central Airport Company is one of four hand-picked, prominent and long-established firms of top technical standing in America, selected by Douglas Aircraft Company to do airline conversion on Douglas Aircraft. Selected on the basis of a "longstanding and enviable reputation in the aircraft industry", Grand Central Airport Company's experience in overhaul and repair plus quality interior work is proving invaluable on the DC-3 and Lockheed conversion lines, as well as on all types of small planes and engines.

We have completed many reconversions and more will be off the line shortly. We have also been doing, for some time, this same work for the U.S. Navy on Lockheed as well as Douglas aircraft.

Operating approved C. A. A. repair station No. 75 since 1929, we are in the fortunate position of having an extremely large group of highly skilled personnel, many having more than ten years of experience with our company. We have the experience—there is no substitute for it.



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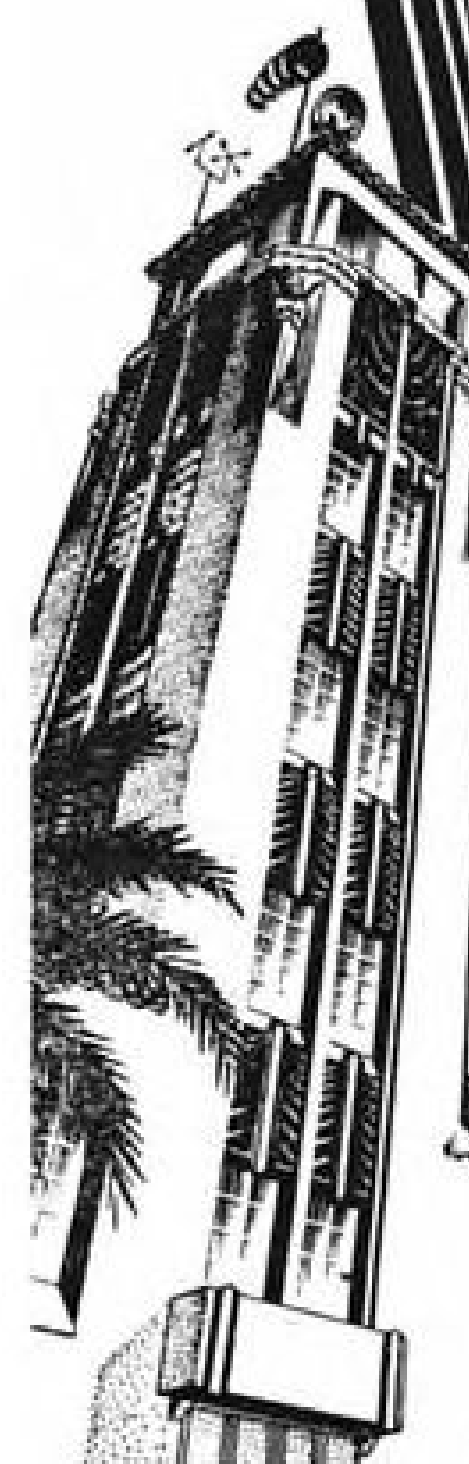
MAJOR C. C. MOSELEY, PRESIDENT AND GENERAL MANAGER

AUTHORIZED and APPROVED SALES and SERVICE for AIRPLANES and ENGINES

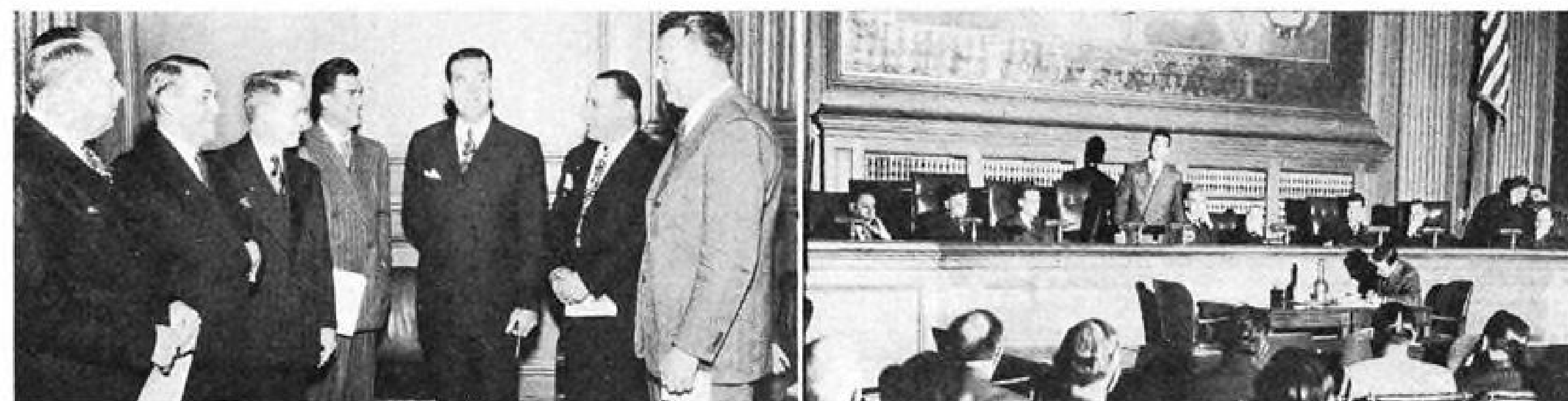
GRAND CENTRAL AIR TERMINAL

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Our Policy PRECAUTION PRECISION SAFETY



JOINT CONFERENCE ON AIR MAIL:

Recent joint conference looking toward improvement and expansion of air mail service (AVIATION NEWS, Jan. 14) brought together many distinguished officials of the Post Office Department and air transport industry. In the group (right to left) are Jack Frye, president of TWA; Joseph J. Lawler, Third Assistant Postmaster General; Robert E. Hannegan, Postmaster General; Gael E. Sullivan, Second Assistant Postmaster General; Robert Ramspeck, executive vice-president,

Air Transport Association; C. E. Fleming, vice-president of TWA; and Jesse M. Donaldson, First Assistant Postmaster General. Other picture shows Sullivan addressing the meeting. With him on the platform are (left to right) Lawler, Robert S. Burgess, Superintendent, Air Mail Service; Russell B. Adams, Economic Director, CAB; Roy Martin, Sullivan's deputy; Donaldson; Hannegan; Ramspeck, and Stuart G. Tipton, general counsel for ATA.

number of planes and seven times the seating accommodation.

In an "objective look at the industry," he suggested speeding up of ticketing procedure, full schedule dependability for passengers and shippers, increases in seating capacity, improved passenger facilities at airports, and faster, cheaper travel between cities and airports.

NATS West Coast Base To Move About July 1

The Naval Air Transport Service will transfer its West Coast base from Oakland Naval Air Station (Oakland Airport) to Moffett Field when the Oakland station is closed about July 1.

New runways are being completed at Moffett Field for NATS heavy transport operations. It is expected that NATS' command headquarters, now at Oakland, also will be established at Moffett Field. **Program**—The Oakland field will be returned to the city as part of a curtailment of activities in the Twelfth Naval District. Thirteen air stations and auxiliary air stations are affected.

Auxiliary air stations at Watsonville, Monterey, Hollister, and King City, Calif., now reduced to caretaker status, are expected to be disposed of as surplus. Fallon, Nev., and Santa Rosa, Calif., auxiliary stations will be reduced to maintenance status Feb. 1. Auxiliary stations at Vernalis and Arcata, Calif., the latter the Navy's fog dispersal proving ground, will become surplus April 1 and will revert to the ownership of Humboldt County. Naval Air Stations at Alameda, Crows Landing and Moffett Field will be continued as permanent activities.

Pan American Retires Boeing Flying Boats

Pan American Airways has retired the Boeing flying boats it has had in service across the North Atlantic since June, 1939. DC-4's are providing the replacements. The Boeings were turned back to the Navy, from which they had been leased. Reports were they will continue flying in the Naval Air Transport Service.

The annual report by PAA's Atlantic Division stated the line had carried 20,025 transatlantic passengers during 1945, half again 1944's record. In the six and a half years since the first flight, more than 88,000 passengers have been carried by the division. The flying boats and DC-4's which have supplanted them crossed the Atlantic 419 times between the U. S. and Europe, not including twice-weekly trips to Bermuda. In addition to passengers, they carried 203,000 lbs. of express, 339,000 lbs. of U. S. mail and 183,000 lbs. of foreign mail.

Hanford, Calif., Crash Laid To Frame Failure in Storm

Loss of TWA's transcontinental flight 8 near Hanford, Calif., more than a year ago probably was due to structural failure caused by severe turbulence while the plane was in an inverted position, a CAB report states.

Cause of the inversion, which CAB safety officials said was unique in the history of airline accidents, may have been lack of knowledge by the pilots that the plane was entering a turbulent cumulo-nimbus

cloud and resultant failure to lower airspeed to reduce structural stress.

Twenty-one passengers and the crew of three were killed. The accident occurred Nov. 4, 1944.

Night Pickup Schedules Planned by All American

Inauguration of night pickup schedules is planned by All American Aviation, which has bought two new Beechcraft twin-engine passenger planes for the purpose. The company also will use the ships for combination passenger-pickup if CAB gives it permission to start such service.

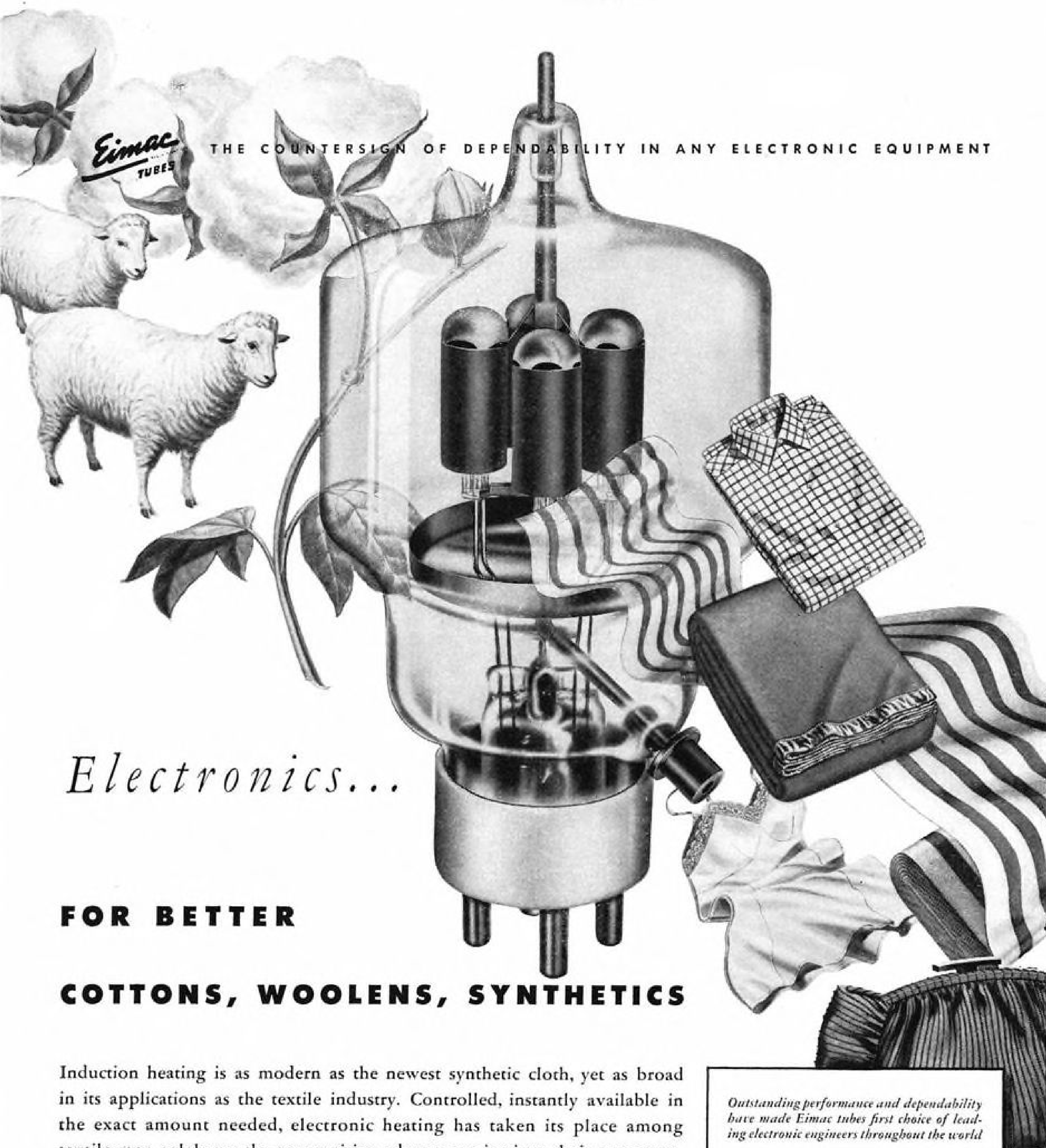
The Beechcrafts will be delivered later this month. They now are being equipped at the factory at Wichita with All American's new air pickup unit. This unit, first used by the Army Air Forces for picking up human beings, can handle 200 lb. deadweight at 150 mph. Unit now in use has a 60-lb. capacity.

"Norseman"—The stronger device has been placed in the Noorduyt Norseman the line will use on one of its heavy traffic routes. The Norseman has a payload about three times that of the company's single-engine Stinsons.

All American's fleet also includes a C-47, AAF-equipped for glider pickup. Company hopes to use it for glider operations as well as in charter service.

Final Area Case Set

Last of CAB's 11 area cases was instituted recently with announcement of a prehearing conference for Feb. 5. The Arizona-New Mexico case embraces nine applications for new and additional service.



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"BEFORE AND AFTER" IN MARTIN'S CONVERSION SHOP:

Sharp contrast is given by these photos of a C-54 as it reaches The Glenn L. Martin Co. plant at Baltimore and the fully converted plane, first of which was delivered recently to PCA. This is a basic C-54 former-

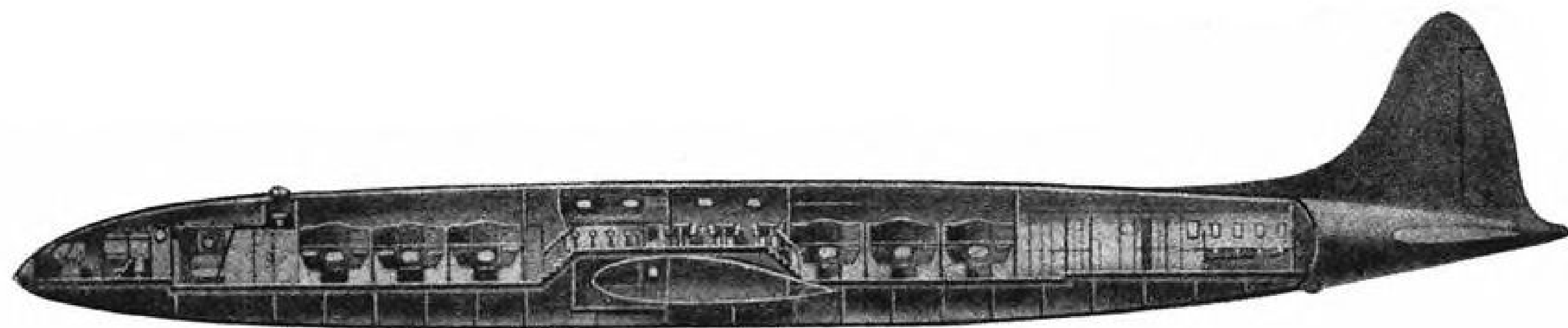
ly in Army use, and now outfitted with seats for 56 passengers for use between Chicago, Washington and Norfolk (AVIATION NEWS, Jan. 14). Starting date was set tentatively for Jan. 20.

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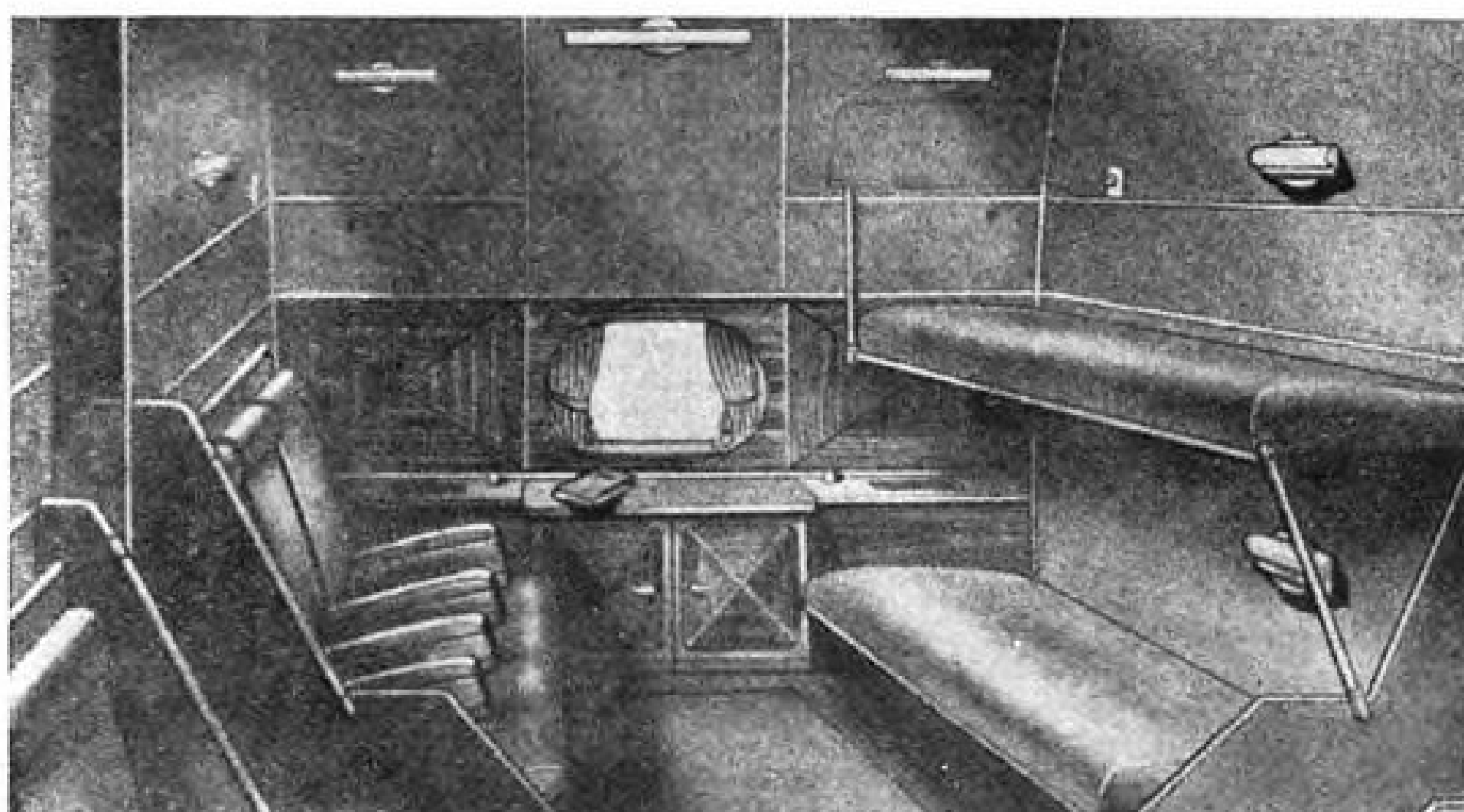
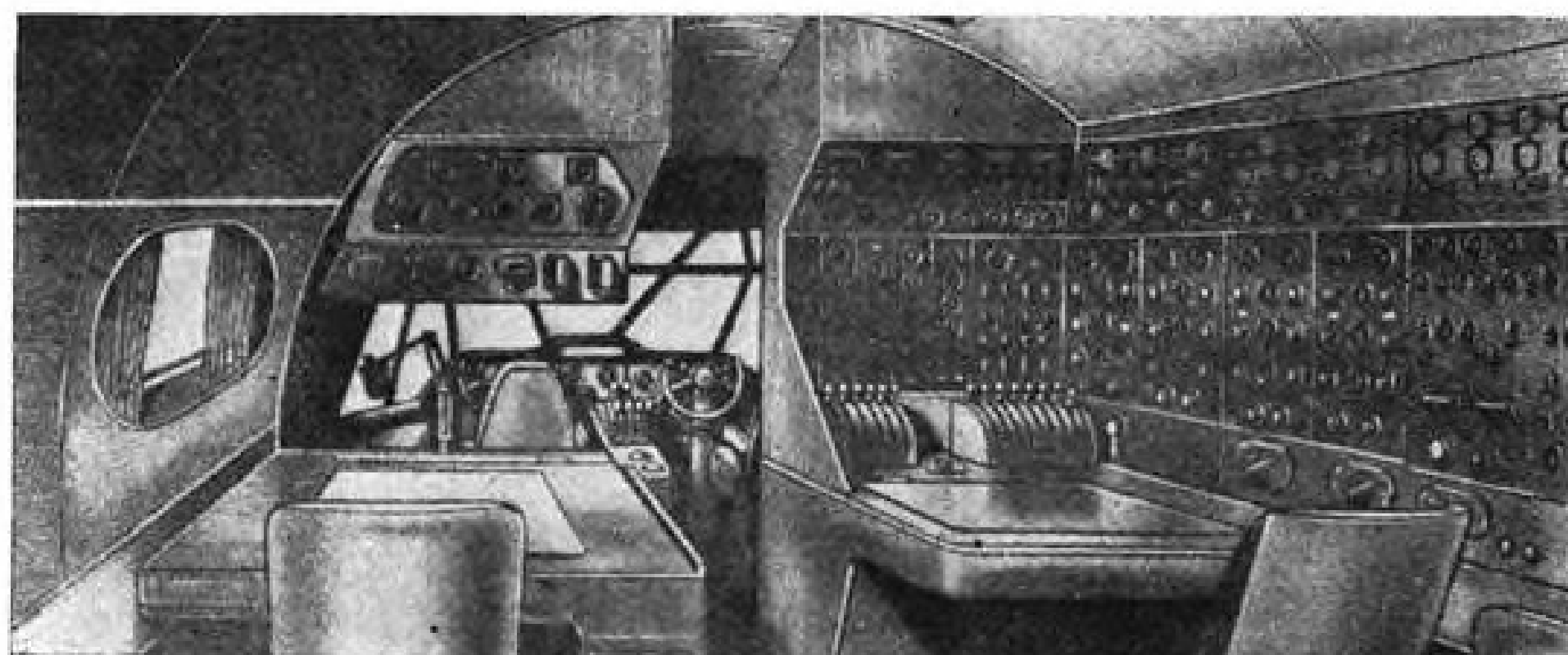
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BRITISH GIANT NOW UNDER CONSTRUCTION:

Sketches from The Aeroplane show arrangement of the 250,000-lb. eight-motor Bristol 167 now under construction for Transatlantic service. The flight deck provides spacious operating facilities. The six passen-

ger cabins each will seat or sleep twelve passengers with triple-decker bunks provided. The cutaway side-view shows how engineers' catwalks lead from the galley into the wings for engine maintenance.



\$4,000,000 Expansion Set at Mexico City

A \$4,000,000 (U. S. dollars) improvement program at the Mexico City civil airport during 1946 will include extension of existing runways, building of new ones to accommodate heavier planes, construction of a new terminal building and other facilities. Juan Guillermo Villasana, chief of Mexico's civil aviation department, has his master plan ready and says all necessary money will be supplied.

Engineers from American Airlines and Pan American Airways will go to Mexico City soon to confer with Villasana on plans for improvements, especially specifications for adequate runways. The present runway system includes

two parallel northeast-southwest strips, 5,500 and 6,500 ft. long, a northwest-southwest strip 6,000 ft. long, and one 3,000-ft. east-west. Each is 120 ft. wide and of macadam. New runways will be 200 ft. wide and 10,000 ft. long and of heavier construction. Two will run northeast-southwest, two north-south and one east-west.

► **Field Busy**—The Mexico City airport is busy with 27 companies operating regular passenger, express and freight service. Among them are American Airlines, Pan American, Aerovias Braniff, Braniff Airways, LAMSA and TACA. Last available figures show that in October, 1945, the field had 4,939 landings and takeoffs, with 21,610 scheduled passengers.

Because of inadequacy of surface transportation in many areas, avia-

tion plays a big part in Mexico. Villasana says 270 communities in the Republic now are served by air transport, and that Mexico has approximately 600 fields.

Baltimore Designated Atlantic Co-Terminal

CAB last week made Baltimore a co-terminal on trans-Atlantic routes, adding it to previously-designated New York, Boston, Philadelphia, Washington, Chicago and Detroit. Overseas certificates of Pan American Airways, American Overseas Airlines, and TWA, granted in the North Atlantic decision, were amended accordingly.

Baltimore was omitted at the time of the decision because of its proximity to Washington. The city of Baltimore and Baltimore Aviation Commission subsequently filed an application that it be included

► **Importance Stressed**—At a hearing last fall (AVIATION NEWS, Oct. 8), city witnesses stressed its industrial importance, its rank as second largest seaport in the country in export and import tonnage, its prospects for development of air cargo, and its status as BOAC terminal and winter alternate for Pan American.

Cleveland also has asked to become a co-terminal on North Atlantic routes. In an application filed a few days ago it cited industrial diversification in the Cleveland area, which includes more than 3,000 manufacturing establishments, and its position as "natural gateway" for international travel from and to important cities in the region.

AA Leases Tulsa Center

American Airlines has leased from the city of Tulsa the former Douglas modification center at Tulsa Municipal Airport. Covering about 112 acres, the center will be used to meet the needs of AA's expanding operations.

Newark Reopening Slated for Feb. 3

Airlines to begin scheduled flights next day; field greatly improved during occupancy by Army.

The Newark, N. J., airport will reopen to the public Sunday, Feb. 3, with some 10 airlines beginning scheduled flights the next day. Among those already signed by Newark are PCA with four daily, TWA with six, United and Eastern.

This will be Newark's third start as an airline terminal. It was opened in 1929 and served through the Thirties until it lost out to New York's La Guardia Field in 1939 and was closed by Civil Aeronautics Administration because of unsafe conditions in 1940. Improved and approved by the spring of 1941, it was again used by the airlines until the Army leased it in 1942.

► **Improvements**—Vincent J. Murphy, Newark's third-term mayor, now has negotiated a lease termination with the Army and the city is taking over, making improvements in the administration building and the big hangar formerly used by Brewster Aeronautical Corp.

During its occupancy, the Army rebuilt and modernized the three runways so that the longest is 8,000 ft. and the shortest 6,500 ft. The Army also added a freight depot, four warehouses and a Butler hangar about 300 ft x 190 ft. The size of the airport was increased from 500 to about 1,000 acres.



Newark Returns to Commercial Use: Newark airport will return to commercial use Feb. 3, with scheduled airline flights starting the next day. This view, looking toward the southeast and Staten Island, shows the administration building at lower left, airlines hangar at bottom center, and, at lower right, the Butler hangar used by Air Cargo Transport Corp. as a base for charter operations to and from the West Coast, Florida, and New England.

► **Opening**—Officially sponsoring the public opening is a Chamber of Commerce committee. Ceremonies start at 9:30 a. m., and continue until 3:30 p. m. Airline planes will be on display, although there will be no flights, and airport activities will be demonstrated.

Archie Armstrong is acting airport manager and Mahlon W. Parsons, city ports engineer, has charge of planning, construction and maintenance. Mayor Murphy controls airport activities directly through Deputy Mayor Arnold M. Hess.

PCA Now Decentralizing Organizational Set-Up

PCA will put into operation early this spring a decentralization plan to provide a framework for major expansions.

President C. Bedell Monro says the new organizational pattern will establish three geographical regions within PCA's system, each to be administered by a regional vice-president; create districts embracing the trading area of cities served to be directed by district general managers; and revise top management organization to divide presidential responsibilities with a new executive vice-president and executive assistant to the president.

► **Two Positions Filled**—The latter positions are occupied respectively by J. H. Carmichael, former vice-president-operations, and Hayes Dever, former secretary of PCA. Vice-presidents of the eastern region, with headquarters in New York; western region, with headquarters in Chicago; and southern region, with headquarters as yet undesignated, have not been named.

Transport Conference Set

A Joint Air Transport Conference, sponsored by the National Aeronautic Association, will be held at the Statler Hotel in Washington March 11-12. General passenger and cargo problems will be discussed, with considerable emphasis on feeder, charter and non-scheduled transport.

Washington Airport Traffic Soars

Arrivals and departures at Washington National Airport were 41 percent higher in 1945 than the preceding year, Manager Hervey F. Law reported recently to Civil Aeronautics Administrator T. P. Wright. The 1945 total was 152,067, compared with 107,315 in 1944.

High month for the air carriers was October, with 7,312. For others: military, July, 6,015; Itinerant, August, 1,289; local, November, 1,236. High months for all types was August with 14,834.

The following table shows the monthly score:

Month	Air Carrier	Military	Itinerant	Local	Total
Jan.	4,815	3,601	456	174	9,046
Feb.	4,607	3,863	506	552	9,528
March	6,283	5,954	764	548	13,549
April	5,946	5,072	796	562	12,376
May	6,499	5,152	848	470	12,969
June	6,618	5,839	1,102	792	14,351
July	6,896	6,015	1,005	452	14,368
Aug.	7,176	5,582	1,289	787	14,834
Sept.	6,892	5,069	962	522	13,445
Oct.	7,312	5,101	1,070	738	14,221
Nov.	7,021	3,918	996	1,236	13,171
Dec.	6,078	2,459	734	938	10,209
	76,143	57,625	10,528	7,771	152,067

PICAO REPORT

Search and Rescue Standards Proposed

Would set up special units all over the world to handle work, aided by coordination centers.

Basis for a world-wide search and rescue organization for international air transport is outlined in the final report for the first session of the Search and Rescue Division of the Provisional International Civil Aviation Organization just made public in Montreal.

The SAR report, prepared by experts from seven member states during eight meetings starting Nov. 14, includes a series of comments and recommendations on different items of the agenda, a set of international standards on requirements in equipment and organization for search and rescue, and nine resolutions on various questions which came before the committee.

► **Proposed Set-up**—Establishment of the Division's proposed standards would provide an organization of special equipment and trained personnel in every area of the world where an aircraft might crash or make a forced landing. Cornerstone of the system would be rescue coordination centers in designated

areas. PICAO member-states are urged to organize "rescue units" to carry out operations.

In regions where no specific coordination center is established, states concerned are to make necessary arrangements to use whatever facilities are available. All are possible for transmission of information on aircraft believed in need of help.

► **Rescue Planes**—Definite procedures are proposed to facilitate entry of rescue planes and crews of one nation into the territory of another. Should search in a prohibited area be necessary, the state maintaining the area is to arrange operations, taking into account facilities offered by owners of the lost plane or the nation in which it is registered.

Special resolutions asked:

► That PICAO, at the next Safety of Life at Sea Conference, support establishment of an international marine organization to determine "desirability of a separate convention or other appropriate means of collaboration on the broad subject of safety of life on land, on sea and in the air."

► That technical information be assembled from all member states and a conference of experts arranged looking toward agreement in detail on standards of adequacy.

► That ocean vessels now maintained

by the military organizations of various nations be continued in operation by these agencies in areas to be flown by civil aircraft until similar civil facilities are established.

► That existing military search and rescue organization also be maintained until permanent arrangements can be made.

► That regional organizations be set up to implement PICAO international standards in search and rescue.

The Division said its objective was a universally acceptable plan, based on experience, flexible to meet varying conditions and permitting incorporation in any program of facilities and techniques developed during the war by member nations.

AA Steps Up ATC Work

Transcontinental flights manned by American Airlines personnel for the Air Transport Command last week were stepped up to 10 per day in each direction. Operating C-54's and C-47's between Newark and the Long Beach base of the Sixth Ferrying Group, AA will carry about 19,000 veterans monthly on the east and west flights. Flights require approximately 13½ hours with 30-minute stops at Dallas, Fort Worth and Tulsa.

Test of Helicopters Asked in Los Angeles

Southwest Airways Co. will offer CAB strong arguments for permitting first commercial tryout.

Strong arguments will be offered before the Civil Aeronautics Board to make the teeming Los Angeles metropolitan area the proving ground this fall for the nation's first commercial helicopter routes.

Southwest Airways Co. will seek an immediate CAB hearing on an application filed in May 1943, and will cite the assurance of United Aircraft Corp. that Sikorsky R-5 commercial helicopters will be available for delivery by June.

► **Base**—The company will amend its application to permit a shift of its proposed hub of operations from Lockheed Air Terminal to Los Angeles Airport, due to become the airmail and airline terminal for the West Coast city.

There is a strong possibility that Southwest's sudden move will prompt the filing of additional helicopter route applications for this area.

► **Arguments**—Sparkplug of the venture is James G. Ray, vice-president, nationally-recognized feeder-line and rotary wing authority, who may be expected to tell the Board that Southwest's application should be the first granted because Los Angeles is better suited than New York or any other city to the thorough testing of commercial helicopter operations.

He will contend that the sprawling western metropolis offers emergency landing facilities which are unavailable in more compact cities and a terrain which will permit operations at less than 50 ft altitude in serving, through landings at 21 suburban cities, a total of 49 post-offices in the area.

► **Highway Problem**—Southwest's presentation of hearing arguments also may cite the mounting highway congestion in the Los Angeles region, and show a wide range between airmail pickup and delivery time by mail trucks and helicopter service.

The Southwest application will seek certification of three key routes radiating from Los Angeles Airport, a fourth route of questionable value to cities having lesser population density, and a shuttle service between Los Angeles Airport and the roof of the Postoffice Terminal annex in downtown Los Angeles.

► **Plans**—Ray contemplates inauguration of service with at least seven

helicopters to maintain three to five trips a day to route cities, and a steady operation of the shuttle artery. Later, he feels, the routes should warrant 10 to 12 early trips with night as well as day operation.

Southwest Airways officials have held a series of conferences with A. O. Willoughby, Superintendent of Air Mail, and Michael D. Fanning, Los Angeles Postmaster, in planning the service.

► **Needs**—Present indications are that an area 300 ft. square, or a strip 200 ft. wide and 400 ft. long, will be ideal for landings and take-offs.

An indication of time savings which will be possible through helicopter service is seen in Southwest Airways' data sheet on the proposed shuttle route. It is expected that the helicopter trip between the Los Angeles Postoffice and Los Angeles Airport will require a maximum of nine minutes. Highway truck delivery of mail to the airport carries a schedule time of 55 minutes.

American Airlines Sued

American Airlines is being sued for \$407,809 damages as a result of a Virginia plane crash last Febru-

ary in which 17 persons died. Two of five survivors, Mrs. Francis G. Ulen and Ensign Leonard J. Ricci, have filed suits in the District Court. They seek, respectively, \$250,000 and \$100,000 for injuries and \$7,500 and \$309 for property damages. A third suit brought by Mrs. Ulen's husband, a Navy Captain, asks \$50,000.

Michigan Department Ok's \$50,000 for Detroit Field

Construction of additional facilities at Detroit City Airport is assured by the release of \$50,000 in matching funds by the Michigan Department of Aeronautics. Another \$25,000 has been released to Wayne County for planning and engineering development of Wayne County Airport (Romulus Air Base).

Thomas E. Walsh, chairman of the Michigan Aeronautics Commission, says the \$50,000 will be used to provide administrative and passenger terminal improvements and increased sales and service space to flying school and charter service operators at the City Airport.

► **Program**—The commission favors



DC-6 PREVIEWED IN MOCKUP:

Pictures show day and sleeping arrangement of the DC-6 as shown in a mockup built by Douglas Aircraft Co. for study by the airlines. United Air Lines, which distributed the photos, has 10 sleepers and 25 day planes on order. The mockup includes a cabin berth

section, men's lounge, women's lounge, buffet, coat room and overhead luggage racks. Berths are 79 inches long. Note facing seats in day plane arrangement. United expects first delivery of the new ships, which will have pressurized cabins, next June.



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establishment of an airport authority to guide development of adequate airfield facilities in Wayne, Oakland and Macomb Counties, including the City of Detroit. Walsh urged city and county officials to act quickly in view of anticipated augmented commercial airline operations and "trebling" of private flight activity in the area by the end of 1946.

Meanwhile, a new airport plan for the Detroit Metropolitan area, involving retention of both Wayne County Airport and the new Northwest site favored by the airlines has been offered by Col. Thomas G. Lanphier, chief intelligence officer for the Army General Staff during the war and former commandant of Selfridge Field, Mich.

► **Survey**—Col. Lanphier, on terminal leave, made his findings public after having completed an aerial survey requested by William Weddell of Weddell Aviation Co., Detroit City Airport. He believes use of the Northwest site as a passenger airport and the Wayne County field, expanded as needed, as a freight airport, would be the "ideal solution."

TWA, AOA Score Own Ocean Routes

Transcontinental & Western Air and American Overseas Airlines, interveners opposing Pan Ameri-

can Airways' proposal for amendment of CAB's North Atlantic decision, have alleged weaknesses in their own international route awards.

Testifying at a hearing before Examiner Ross I. Newmann (AVIATION NEWS, Jan. 7), Thomas B. Wilson, chairman of TWA's board of directors, expressed the belief that AOA and PAA would have "excellent" opportunities to obtain Paris traffic through London connections with foreign flag carriers. Frequent schedules between the two cities and the large metropolitan area containing many places of interest to travelers, he said, facilitate selling Paris traffic a stop-over at London. TWA, however, will have "very much of an uphill proposition in selling business into London" because of relatively poor connections out of Ireland. Wilson also stated that TWA will experience difficulty in building up traffic "that will pay any return" over its North African route.

► **AOA Stand**—John E. Slater, chairman of the board of AOA, said that his company will be confined to serving England, Scandinavia, and Germany "for a considerable period." The European traffic pattern and the extent to which its economy can be restored are unknown factors, he said, and cannot be judged adequately on pre-war figures. In addition, operations to Poland, Finland, and Russia cannot

be expected for some time. Even when AOA can operate all the services for which it is certificated, Slater said, it alone of the three trans-Atlantic carriers arrives at "a dead end in Europe." This fact, he contended, places a limitation of both route and aircraft mileage on AOA, thus affecting its overhead substantially.

CAB SCHEDULE

Jan. 21. Exchange of exhibits in Kansas City-Memphis-Florida case. Postponed from Jan. 4. (Docket 1051 et al.)
Jan. 21. Hearing in Mid-Continent-American merger case. (Docket 2068.)
Jan. 21. Prehearing conference on application of Royal Norwegian Air Transport for foreign air carrier permit. (Docket 2145.)
Jan. 23. Prehearing conference on applications of TACA de Salvador and TACA de Colombia for foreign air carrier permits. (Docket 774 and 1824.) The former desires to fly to Miami, the latter to Miami, New Orleans, and Balboa, canal zone.
Jan. 24. Briefs due in Page Airways investigation case. (Docket 1896.)
Jan. 24. Briefs due in Pan American Airways' trans-Atlantic route amendments case. (Docket 2076.)
Jan. 28. Exchange of exhibits in Arizona Airways' case for acquisition of TWA's AM 38. Postponed from Jan. 21. (Docket 2005.)
Jan. 28. Hearing in Middle Atlantic case in Chamber of Commerce and Board of Trade Building, Philadelphia, Pa. (Docket 674 et al.)
Jan. 31. Comments due on proposed new Part 42, Civil Air Regulations, non-scheduled air carrier certification and operation rules. Extended from Oct. 1.
Feb. 1. Briefs due in Great Lakes Area case. Postponed from Jan. 2. (Docket 535 et al.)
Feb. 4. Exchange of rebuttal exhibits in Arizona Airways' case for acquisition of TWA's AM 38. (Docket 2005.)
Feb. 5. Prehearing conference in Arizona-New Mexico area case. (Docket 968 et al.)
Feb. 5. Exchange of rebuttal exhibits in Kansas City-Memphis-Florida case. Postponed from Jan. 21. (Docket 1051 et al.)
Feb. 15. Briefs due in Mississippi Valley case. (Docket 548 et al.)
Feb. 18. Exchange of exhibits in Universal Air Travel Plan case. Postponed from Jan. 28. (Docket 1939.)
Feb. 18. Exchange of exhibits in Boston-New York-Atlanta-New Orleans case. (Docket 730 et al.)
Feb. 18. Hearing in Kansas City-Memphis-Florida case. Postponed from Feb. 5. (Docket 1051 et al.)
Feb. 18. Exchange of exhibits in Pan American Airways' application for domestic routes. (Docket 1803.)
Feb. 25. Hearing in Arizona Airways' application for acquisition of TWA's AM 38. Postponed from Feb. 14. (Docket 2005.)
Feb. 26. Hearing in Pan American Airways' Latin American and Miami-Leopoldville mail rate cases. Postponed from Feb. 4. (Dockets 1593 and 1909.)
Mar. 1. Hearing in Pan American Airways' Panair do Brasil, S. A. agreement case. Postponed from Feb. 11. (Docket 2032.)
Mar. 1. Exchange of rebuttal exhibits in Boston-New York-Atlanta-New Orleans case. (Docket 730 et al.)
Mar. 11. Hearing in Universal Air Travel Plan case. Postponed from Feb. 18. (Docket 1939.)
Mar. 11. Hearing in All American Aviation's case for acquisition of control of Equipamento All American Aviation, S. A. (Docket 1969.)
Mar. 11. Hearing in Boston-New York-Atlanta-New Orleans case. (Docket 730 et al.)
Mar. 18. Rebuttal exhibits due in Pan American Airways' application for domestic routes. (Docket 1803.)
Apr. 1. Hearing on Pan American application for domestic routes. (Docket 1803.)

CAB ACTION

The Civil Aeronautics Board:
• Permitted Western Air Lines to inaugurate non-stop service between Los Angeles and San Diego, Calif., on AM 18.
• Granted Delta Air Lines permission to serve Columbia, S. C., through Columbia Army Air Base (Lexington County Airport) and United Air Lines to serve Ogden, Utah, through Robert H. Hinckley Airport.
• Consolidated into Middle Atlantic area case

(Docket 674 et al.) applications of Dartmouth Airways, Norfolk Northern Airlines, and United Air Lines; dismissed from the case applications of Metropolitan Airways, Buffalo Transit Co., John G. Campbell, Pan-Maryland Airways, Charles E. Moore, Lehigh Aircraft Co., Dickinson Airways, and Blue Ridge Lines; permitted intervention by cities of Richmond, Va.; Youngstown, Ohio; Elmira and Rochester, N. Y.; New Haven, Conn.; Williamsport, Penna.; and state of Connecticut; and denied intervention to city of Toledo, Ohio.

PAA Maps Broadening Of N. Atlantic Service

Pan American Airways is looking toward early extension of its North Atlantic service and resumption of service to the South Pacific area, though the former struck a snag on the day it was announced.

PAA disclosed plans, and filed schedules accordingly with CAB, to inaugurate service to Marseilles, France, Feb. 15, with daily flights via Lisbon. Paris dispatches stated, however, that the \$295 fare Pan American claims is necessary if it is to compete successfully with other trans-Atlantic carriers was not satisfactory to French commercial aviation authorities. The carrier hopes the difficulty can be resolved in time to permit it to start service as scheduled.

► **Equipment Shift**—Lockheed Constellations, to be used in serving France, also will replace Douglas C-54's on PAA's flights to London and Bermuda Feb. 1.

The line recently dispatched a preliminary trip over its pre-war South Pacific route to New Zealand via Honolulu, the Fiji islands, and New Caledonia to arrange airport operations, maintenance, communications, traffic and hotel facilities. Inspection of facilities at Sydney, Australia, was planned in view of a CAB examiners' recommendation of on extension to that point.

► **Other Changes**—Meanwhile, other carriers reported these service changes:

American—Changed operation of flight 121 formerly between Boston and Chicago to run between New York and Chicago only, effective Jan. 7.

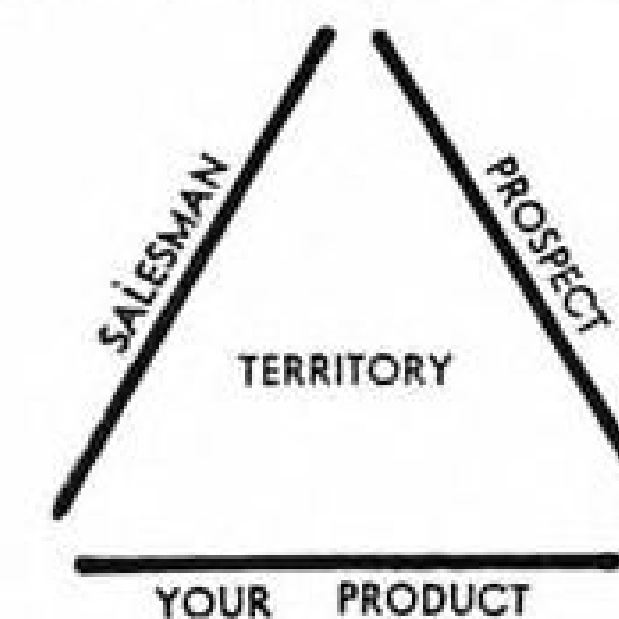
Delta—Inaugurated service to Brunswick, Ga., on its Chicago-Miami route, effective Jan. 5, and intends to inaugurate local service between Atlanta, Brunswick and Jacksonville at an early date.

Hawaiian—Added two flights between Honolulu and Hilo and between Honolulu and Barking Sands, effective Jan. 10.

National—Operating additional service between Jacksonville, Pensacola and New Orleans, and between Miami and Tampa.

PCA—Cancelled three round trips daily between Cleveland and Detroit and between Detroit and Chicago.

United—Added Ogden, Utah, on two transcontinental flights, effective Jan. 16, and intends to add three flights to transcontinental schedules to nearly treble passenger capacity in and out of Washington by May 1.



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